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**HONGKONG WEEKLY  
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ESTABLISHED 1857

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Hongkong, 18th November, 1901. 47

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Hongkong, 6th March, 1907. 46

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Hongkong, 13th March, 1907. 575

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Hongkong, 1st April, 1904.

[1897-1]

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Hongkong, 24th July, 1905. a254

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a217 THE MANAGER.

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Hongkong, 4th September 1905 505

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Hongkong, 21st September, 1905 461

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Hongkong, 1st March, 1907. 478



## INTIMATION.

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Hongkong, 25th March, 1907.

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications should be inserted.

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P.O. Box, 28. Telephone No. 12.

## BIRTHS.

On March 31st, at Amy, the wife of LAURENCE GILES, of H.M. Consular Service, of a daughter.

On April 6th, at Shanghai, the wife of A. W. BAIN, of a daughter.

## The Daily Press.

HONGKONG, APRIL 13TH, 1907.

CHINA'S diplomatic protest against the migration into Tibet of a body of missionaries brings back into consideration the present position of that country. It is open and yet not open. The British Government, strange to say, is responsible for a quite typically Chinese policy of exclusion just at present, for which no reasons other than sentimental ones can be guessed. Various people anxious to explore Mahatmaland have been refused the permission of the Indian Government, and Dr. SVEN HEDIN, in order to make the latest journey, about which he has sent such triumphant messages, had practically to start by defying the authorities. It would be exceedingly unlikely that small parties of private explorers could do much to embarrass Anglo-Russian relations, and in any case, after Colonel YOUNGHUSBAN's expedition, it is improper to truckle to any other Power, however much interested in Tibet they may profess to be. That Tibet will ever be a greatly advantageous trading country to British or Indian merchants is extremely doubtful, but for whatever it has to offer, it will be a shame, a political shame, if Great Britain's first option is allowed to be ignored. Dr. HEDIN talks of Tibetan gold fields, and if in the future there should prove to be an Himalayan Klondyke, it would be well that the rights obtained by YOUNGHUSBAN's hard work should not be overlooked. The Tibetans themselves want to be let alone, to isolate themselves, and so long as they were not withholding anything calculated to

further the development of the outside world, and did not meddle with their neighbours, they were permitted to have their way. It was not considered worth while to trouble about them. Even China, who assumed suzerainty, was content to let her authority be largely nominal. But the border Tibetans did not leave their neighbours alone, and caused continual trouble to the Indian Government by molesting traders and other travellers, and by shifting boundary marks. When it was learned that this exclusive people were at the same time harbouring emissaries from Russia, the need for intervention became apparent. Their stupid behaviour, much of it induced by over-cunning intriguing, brought upon themselves the indignity to which they had to submit—the presence of an armed force in the holy city of Lhasa. For diplomatic reasons, Great Britain gracefully admitted China's claims, although there was the clearest evidence that Chinese officials had been meddling unfairly with the preliminary negotiations between the Tibetan authorities and the British. The Home Government did not cover itself with credit at all by the way in which it neutralised the value of the work done by the man on the spot; and its weakness may become apparent later, when it is seen how China will act in return for re-establishing her authority. At present it may be noted that the objection to Szechwan missionaries crossing into Tibet originated with Chinese and not with Tibetans. We can certainly agree with the Chinese Ambassador that these intruders would be sure to breed trouble, and we scout as humbug all pretensions to desire Tibet's opening up "for the good of the Tibetans." If to check Russia, to promote trade, to exploit minerals, or even to extend the influence and prestige of any one of our numerous religious cults, we force open Tibet, it "can do," as the Hongkong phrase has it; but let us by all means avoid the hypocrisy of professing to conquer or kill Tibetans for their own good. The sketchy but trustworthy accounts of the most recent invaders show that the Tibetans have got along fairly comfortably hitherto, without the blessings of foreign civilization; and it is not to be doubted that for every extra comfort he takes in, the white man carries in a load of trouble and annoyance also. In connection with this latest incident, therefore, we find ourselves in "the dilemma" of supporting the Chinese argument while mistrusting its motive.

The eleventh plague case was notified yesterday.

The police are still pursuing their investigations into the murder of a Japanese seaman last week, and a number of arrests have been made.

The International Cotton Organization has issued a report estimating over 8½ million spindles in Europe with sufficient material to run the mills till September, with cotton still due, estimated at two million bales, will provide an ample surplus; thus there is no fear of the supply running short.

A Chinaman, who was found by a lagoon climbing a waterspout in order to get over the verandah into the house, at 28 Queen's Road West, yesterday was sentenced by Mr. Hazlewood to three weeks' imprisonment for attempted burglary. When discovered by the lagoon he jumped down, but he could not make his escape in time.

Vladimir Polson, who on a previous appearance at the Magistrate described himself as a compositor, was yesterday brought before Mr. Hazlewood on a charge of being drunk and disorderly at Ichohouse Street the previous day. He had indulged in the favourite pastime of drunken Europeans, that is, he chased all the coolies he saw. Defendant said he had obtained a berth, but when his Worship learned that the ship had sailed, he imposed a fine of \$10; with the alternative of one month's imprisonment. Defendant went to jail.

The cartoonist of the *St. Louis Post-Dispatch* has very cleverly hit off a political situation. Japan, roaring drunk, brandishing an empty bottle labelled "Victory," is approaching; behind him is visible a wrecked rascal, window starred, sign, "Russia," hanging loosely by one corner. Just visible round the corner, Diplomacy Avenue to the right, the Small boy "California" lies in ambush, with an armful of snowballs. Police officer Roosvelt pushes him along the Avenue, remarking: "Move on here, son. He ain't in no mood to be monkeyed with."

The Shanghai Daily News of April 8th says:—The attitude of Chinese towards foreigners in the native city leaves much to be desired at the present time. A lady who visited the city during the past week was stoned, and heard the epithet "yangkueitze" used on all sides. But not only in the city has the Chinese attitude towards foreigners called for remark. The same lady, when riding down the maloo in a ricksha was deliberately slashed across the face with a whip by a Chinese mafio. Unfortunately, she was unable, owing to the suddenness of the insult, to have her assailant arrested.

The Gymkhana this season promise to be of more than usual interest as many excellent ponies have been retained to compete in them. A large attendance is expected at the Racecourse this afternoon, for the first Gymkhana of the season.

A German telegram of April 6th says:—The movement against the enterprises of the Peking syndicate in the Province of Shansi is assuming a rather violent character. It is reported from Tayanafu that large parts of the population are of the opinion that the Catholic Christians are taking the part of the syndicate and are supporting them. Threats are being made that if the Missions do not take steps to prevent this, all Catholic Churches in Shansi will be destroyed. Encounters between Christians and others are already taking place continuously. The Governor of Shansi has asked instructions from the Waiwupu.

By kind permission of Lieut. Col. W. Scott Mearns and Officers, the Band of the Third Battalion "The Duke of Cambridge's Own" (Middlesex Regiment) will play the following programme of music during dinner at the Hongkong Hotel, this (Saturday) evening:—

March "Pomp and Circumstance" Payne  
Valse "Mondnacht am Rhein" Volsteadt  
Selection "The Cherry Girl" Adams  
Song "By the Eastside" Adams  
Valse "Polka" Domzetti  
Two Steps "Navajo" Alstyne  
Selection "The Orchid" Caryll  
"Chinesischer Kriegsmarsch" Michaels  
Dance "Mazurka" Eggs  
Aspic "Mock Turtle" Fish—Spiced Fish and Butter Sauce  
Entrée—Stewed Lamb and Green Peas, Veal Cutlets and Macaroni, Celery au gratin. Curry—Burmah. Joint, Roast Leg of Mutton and Mint Sauce, Roast Turkey and Cranberry Sauce, Boiled York Ham and Champagne Sauce, Cold Roast Wild Duck and Mixed Salad. Sweets—Almond Pudding, Nesselrode Ice Cream, Topsy Cake, Cheese, Biscuits, Dessert—Coffee—Fruit.

## SUPREME COURT.

Friday, April 12th.

## IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUNISH JUDGE).

**SOLDIERS' SHEETS.**  
Ramzan Khan, a private of the H.K.S.B. P.G.A., sued Mak I an to recover \$6, the price of a bed sheet lost by the defendant. Bhofo Khan, a unit of the same regiment, sought to recover \$12 for two sheets which the defendant lost. Defendant admitted losing one sheet.

His Lordship—Did you lose three sheets?

Defendant—Yes.

His Lordship—Now the question comes down to the value of the sheets. I am perfectly certain from my own experience that soldiers' sheets don't cost \$6 apiece. (To first plaintiff) How do you make the price of a bed sheet \$6?—We paid nine rupees.

Where did you buy them?—In India.

His Lordship—I'll get them here for you at \$2 and make a profit out of that.

The Judge's clerk explained that the sheeting cost sixty cents a yard.

His Lordship (to the interpreter)—Just tell them I think they must have very long beds.

First plaintiff—The sheets are lined with silk.

His Lordship (to defendant)—How much are you prepared to pay?—I'll buy one for them.

How much are you prepared to pay?—I should think they were worth \$2 each.

How much are you prepared to pay?—\$2 for each sheet.

His Lordship (to plaintiff)—Will you take that?—No.

His Lordship—Well, the three of you had better go and sit down and talk it over. I'm not going to allow \$6 a sheet. I'm certain about that. If you choose to have silk lined sheets that's your look-out.

After an argument in the centre of the Court the parties again appeared before his Lordship, and the defendant announced that the plaintiff had asked him to buy sheets for them.

His Lordship asked plaintiff whether they would be satisfied if he adjourned the case to see if defendant procured suitable sheets.

Plaintiffs agreed and both cases were fixed for Tuesday morning when the soldiers are to report on the equality of their sheets.

Defendant—Am I to pay the costs?

His Lordship—Why not? You admitted losing the sheets. If you have not paid the costs and provided the sheets by Tuesday morning there will be judgment and costs against you for the full amount claimed in the writs.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 12th at 11.55 a.m.—A rather deep depression is moving Eastwards over China to the North of the Yangtze, and pressure has given way along the coast generally.

The other depression is moving towards the Pacific over N.E. Japan, and the highest pressure is now over S. Japan.

Moderate to fresh S. winds are expected to prevail in the Formosa Channel, and moderate S.E. and S. winds over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.09 inches.

The forecast for the 24 hours ending at noon to-morrow is as follows:—

Hongkong & Neighbourhood { S. winds, moderate; fair, to showery.  
Formosa Channel { S. winds, fresh, Same as No. 1.  
South coast of China between Hongkong and Lamook { Same as No. 1.  
South coast of China between Hongkong and Hainan { Same as No. 1.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## OUR NEW GOVERNOR.

LONDON, April 12th.

Sir Frederick Lugard leaves for Hongkong early in June.

## LORD CROMER RESIGNS.

LONDON, April 12th.

Lord Cromer, Minister Plenipotentiary, Agent and Consul-General in Egypt, has resigned. Sir Eldon Goist succeeds him.

## THE COLONIAL CONFERENCE.

LONDON, April 12th.

The Premier opens the Colonial Conference on Monday.

## ROYAL CANDIDATE FOR THE NAVY.

LONDON, April 12th.

H.R.H. Prince Edward of Wales has passed his examination, and enters Osborne College in May.

## FOOD STRIKE IN PARIS.

LONDON, April 12th.

The food strike in Paris has begun.

## INDUSTRIAL RIOTS IN JAPAN.

Tokyo, April 12th.

Trouble, similar to what took place at the Ashio copper mines, has occurred at Uraga Dockyard, where the workmen, on learning that 600 of their number were dismissed attacked and destroyed the workshops. The local police were powerless to quell the riot and applied to Yokosuka Naval Station and finally to Yokohama for assistance.

## [REUTERS' SERVICE.]

## PRINCE FUSHIMI'S MISSION.

LONDON, April 10th.

The City Corporation proposes to entertain Prince Fushimi at luncheon in the Guild Hall on the 10th May, and to present an address in a gold box. It is hoped that the King and the Prince and Princess of Wales will attend the function, which will be of an exceptionally elaborate character.

## THE BANK OF ENGLAND.

LONDON, April 10th.

Mr. William Campbell, the deputy governor, has been appointed governor of the Bank of England, and Mr. Edgar deputy governor.

## THE UNITED STATES AND GERMANY.

LONDON, April 10th.

After protracted negotiations, a *modus vivendi* has been concluded in Washington ensuring American goods the minimum tariff in Germany.

## THE STRIKE AT PORT SAID.

LONDON, April 10th.

The strike of colliers and workmen at Port Said is partially ended.

## CORRESPONDENCE.

## E.G. "NATHAN JUNCTION."

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—Recently a correspondent in the *Daily Press* suggested that in appreciation of H.E. Sir Matthew Nathan's work in the Colony, a statue should be erected by public subscription, but a more appropriate idea, it seems to me, would be to perpetuate his name in the nomenclature of the stations in the British section of the Kowloon Canton Railway. Yours truly,

OLD RESIDENT.

## DAERPTURE OF THE GOVERNOR.

Copies of the addresses to His Excellency the Governor will be ready for signature to-day (Saturday) and all members of the Community are cordially invited to sign.

Copies will be circulated as rapidly as possible among the larger firms and offices and copies will also be found in the undermentioned places.

The Hongkong and Shanghai Bank, The Chartered Bank of India, Australia and China, The Hongkong Club, The German Club, The St. George's Club, The Club Lusitano, Messrs. Kelly and Walsh Ltd., and, for the convenience of Kowloon residents, at Messrs. A. S. Watson and Co., Kowloon.

Notice will be given later as to the time at which the address will be presented to His Excellency. This will probably be about noon, Saturday the 20th instant, at the City Hall.

## ARTILLERY SPORTS.

Even a larger attendance than on the previous day was present at the Valley yesterday to see the conclusion of the Royal Garrison Artillery sports, included in the number being Colonel Keat and the officers of the Regiment. They were "at home" on the ground, and by the hearty reception they extended to visitors made them also feel at home. The programme to be gone through was a lengthy one, but, as before, the committee kept the events up to time, a proceeding pleasing alike to entrants and spectators. During the intervals, music was discoursed by the band of the Middlesex regiment, while old ones were on the ground to amuse the younger generation. There was also abundance of refreshments, "soft" and "hard," to slake the thirst raised by the heat, and altogether there was everything necessary to bring to a successful conclusion an excellent sports meeting.

The 87th Company, by a series of good wins, became champions of the meeting, and thus hold the Regimental Challenge Cup for the ensuing year, while the Sergeant's Mess Challenge Shield was won by the Staff.

On the whole yesterday's sport excelled that of the previous day. Good times were registered, the tugs-of-war were better and there was plenty of amusement in such events as the obstacle race, the mop fight, the boot race and the sack fight.

Previous mention has been made of the energy with which the committee worked for the success of the meeting. Captain Butcher's military tact and precision carried things through without a hitch, and he had able assistants in the following members of committee:—Captain A. J. Thompson, Lieut. C. B. Down, Lieut. O. C. R. Hill, Lieut. Waller 2nd Lieut. V. R. Guise, Sub. Maj. Mahomed Din, Regt. Sergt. Major Thorp, C.S.M. Owen, C.S.M. (I.G.) Eldred, Sergt. Baylis, Sergt. Taylor, and Sergt. Sutton.

Results are as under:—

Mile Race: Gr. Andrews, 87th Co. 1; Gr. Jones, 87th Co. 2; Gr. Whitworth, 88th Co. 3.

Putting the weight. H. K. S. B. Fattah Khan, 31ft. 5 inches, 1. Ram. Singh, 30ft. 11½ inches, 2; Indar Singh, 26ft. 9 inches, 3.

100 yards flat race: Gr. Baker, 83rd Co. 1; Gr. Thomas, 88th Co. 2; Gr. Harvey, 87th Co. 3. Time—11 secs.

Half mile, H. K. S. B. Jhimam Singh, 1; Roda Singh, 2; Dada Khan, 3. Time—2 min. 17.4-5 secs.

High jump: Gr. Cast, 87th Co. 4ft. 11 in.; 1; Gr. Thomas, 88th Co., 4ft. 10 in.; 2; Gr. Collins, 87th Co., 4ft. 9 in.; 3.

Sergeants Race, 120 yards handicap: Sergt. Baylis, 1; Sergt. Tensley, 2; Master Gr. Torr, 3.

Obstacle race, H.K.S.B. Zaman Khan, 1; Akbar Khan, 2; Ali Khan, 3.

Hurdle race—final: Sergt. Baylis, 1; Gr. Cantor, 87th Co., 2; Gr. Thomas, 88th Co., 3.

Mop fight. Grs. Vernon and William, 1; Grs. West and Riley, 2.

Boys race, R.G.A. only: Walter Mitchell, 1; E. Little, 2; R. Little, 3.

Girls race, R.G.A. only: Maul Barrie, 1; Evelyn Sutton, 2; Nellie Thorp, 3.

Glady Little, 4.

Final sack fight was won by the 83rd Co's team.

Tug-of-war, R.G.A. final: The 88th Co. won after a pull of 6 min. 7 secs.

Team race: 87th Co's. team composed of Grs. Williams, Andrews, Cast and Harvey, 1; 83rd Co's, composed of Grs. Brown, Baker, Willen and Leader, 2. Time—4 min. 1-2-5 secs.

Boat race: Gr. Price, 83rd Co., 1; Gr. Cook, 87th Co., 2; Gr. Meyers, 87th Co., 3; Gr. Williams, 87th Co., 4.

Obstacle race: Gr. Brown, 83rd Co., 1; Gr. Cantor, 87th Co., 2; Gr. Williams, 87th Co., 3.

Gr. Wyndham, 88th Co., 4.

Band race: Boy Stewart, 1; Corp. Sharp, 2; Trumpeter Gore, 3.

220 yards championship of Hongkong. Open to all Europeans: Gr. Baker, 83rd Co., 1; Mr. Mead, 2. Time—25 secs.

Officers' race: Major Stephenson, Middlesex regt., 1; Major Kehal, 83rd Co., 2.

Putting the weight—Sergeants' Mess: Three teams in this event tried their skill on Thursday, the Staff team leading the other.

Yesterday the 83rd Co's team tried their hands, the result being that Sergt. Baylis' best "put" was 23ft. 4 inches; Sergt. Williams', 24ft. 7 inches; and Sergt. Turner's 22ft. 10 inches, a total of 75ft. 9 in. The Staff team thus won the contest, the 87th Co. being second.

Consolation Race: Gr. Dutton, 1; Gr. Walling, 2; Gr. Evans and Dichenham dead heat for third place.

In the final of the light-weights tug-of-war the 83rd Co. defeated the 87th after a pull of 5 min. 37 secs. In the heavy weight contest between these companies the 83rd Co. were again successful after a pull of 5 min. 40 secs.

At the conclusion of the sports Mrs. Kent, wife of Colonel Kent, presented the trophies to the winners. On the conclusion of her task cheers were raised for the lady, her husband and Captain Butcher.

Birth and brilliance have always admitted to the great playhouse of society, but to-day they take money at the doors. There has been a crashing down of social barriers, a breaking up of small circles.

## CAMPBELL MOORE AND CO., LD.

The report of the board of Directors to the twenty first ordinary meeting of shareholders to be held at the Company's office, No. 29, Queen's Road Central, on Monday, reads as follows:—

Gentlemen.—The Directors beg to lay before you the accounts for the 12 months ending 31st December, 1906. They regret that the Credit balance only amounts to \$553.33, which with your approval they propose to carry forward to the current year's account. This small profit is caused by falling off both in sales and for services. The last three months working shows a slight improvement and it is to be hoped that we will do better for the current year.

DIRECTORS.—Since the last General meeting Mr. J. W. Osborne has resigned his seat on the Board and Mr. F. P. Musso has joined the Board. Mr. Musso's appointment is submitted for the confirmation of shareholders.

The accounts have been audited by Mr. A. O'D. GUARDIN, who offers himself for re-election.

A. F. ARCVILLI, Chairman.

Hongkong, 10th April, 1907.

## BALANCE SHEET.

from 1st January to 31st December, 1906.

ASSETS.

To Stock	17,270.54
Value of Stock on hand	17,270.54
To Accounts Receivable	4,790.01
Due from Customers	4,790.01
To Cash	1,710.78
Amount on hand	1,710.78
To Fixed Deposit	5,500.00
With Chartered Bank of I. A. & China	5,500.00
To Fittings and Furniture	359.00
To Insurance Account	14.47
Unexpired Premium paid in advance	14.47
	\$29,683.90

LIABILITIES.

By Capital	\$29,683.90
1,200 shares paid up at \$1 each	12,000.00
By Accounts Payable	1,272.76
Due to Shareholders	1,272.76
By Chartered Bank	6,737.76
In Current Account	6,737.76
By Reserve Fund	9,000.00
By Balance at Credit of Profit and Loss	651.38
	\$29,683.90

## WORKING ACCOUNT.

By Balance brought forward from last account

To Charges

To Wages

To Reserve Fund

As passed at Meeting 31st Mar., 1906

To Dividend

30 per cent. passed at Meeting 31st Mar. 1906

To Directors' Fees

To Fittings and Furniture

To Auditor's Fee

To Rent

To Insurance

To Stationery

To Interest

To Bad Debts

To Balance



## SIR FREDERICK LUGARD.

## INCIDENTS IN A WONDERFULLY INTERESTING CAREER.

The life story of our new Governor, like that of the famous Moor of Venice, with its "most disastrous chances, its moving accidents by flood and field, and its hair-breadth escapes" is one of captivating interest. In our reference to his appointment yesterday we alluded to his book, "The Rise of an East African Empire," as revealing the mettle of the man, and, though the work is not intended as an autobiography, there are nevertheless scattered among its pages many most interesting autobiographical details, from which we propose to make a few extracts, confident that they will be read with the keenest interest and enjoyment.

No chapter in any work of fiction can excel in interest the opening pages of the book, in which the author relates how his work in East Africa began, and we need make no apology for the length of the following extract:—

## A DECK PASSAGE TO MASSOWA.

"In August 1887 I returned from the Burma campaign in which heavy work and a bad climate had shattered my health. Unwilling, by going on sick leave, to be again an absentee from my regiment—from which I had been already separated while serving in the Sudan and Burma campaigns unrequited, whereby my absence involved extra duty on the others—I effected an exchange to the battalion at home, and reached England in September 1887. The few weeks' leave, which was all that was granted me, after many continuances years in the East—including two campaigns of nearly a year each, in perhaps the worst climates in the world—had not sufficed to restore my health, when I found myself again under orders for foreign service, and embarked with my regiment for Gibraltar on Dec. 22nd.

"Finding myself unfit to discharge purely routine duties satisfactorily, I applied to be placed on temporary half pay, and this course was permitted to me on the recommendation of a medical board. The question then was, what should I do? What I felt I needed was active hard work—rather than rest—in order to recover from the strain. So with fifty sovereigns in my belt, and with practically no outfit at all except my favourite little 450 rifle, which had done me service already in many countries, for some years—I got on board the first passing ship, as a second-class passenger, and sailed. I knew not whither. It was a strange experience, beginning life all over again, as it seemed, with only an old rifle, paid for—in the absence of funds—by shooting a man-eating tiger with a reward on his head!

"We got to Naples, to which port the ship was bound. I had done my utmost before leaving England to obtain permission to join the Italian, then fighting against the Abyssinians, and smarting from their recent reverses at Dogali. I had failed, and was told the thing was impossible. So having come to Italy I now took the night train to Rome, and once more offered my services, pleading the five medals and decorations which I already wore (including the D.S.O., then recently instituted) as my only claim for consideration.

"They would have none of me, and told me that I should be arrested as a spy immediately on my arrival in Abyssinia; that the only 'foreigner' there was the Times correspondent, and even he had only won permission after eight days of negotiation, backed by a letter from Her Majesty's Government and the Times influence. I returned by the night mail, and found my ship on the point of sailing. Embarking, I went in her as far as Suez. I led her a very curious life, a chapter indeed in itself, but I am not writing an autobiography, and must pass on. My sovereigns were running down, and I was driven to strange shifts and expedients. By-and-by a ship came in bound for Massowa, and laden with timber. In the exigency of the diminishing resources, I took this time a dock passage, and slept at haphazard among the timber. The necessities of the case drove me for my morning bath to the fore-castle and a bucket of water among the sailors, and for my meal of broken victuals with the Italian cook, to the cook's galley alongside—in the Red Sea, where the heat was such as would try a black stoiker.

"Adversity finds us strange bedfellows, and in a somewhat varied experience it has struck me as most wonderful what an amount of human kindness and genuine true-heartedness comes to the surface under such circumstances, hidden often under the roughest exteriors. My diary bears witness to this again and again, how always in my extremity I met nothing but generosity, how everybody on all occasions treated me with a singular kindness, which, in my lonely position, made me often feel almost foolishly grateful. A fine stalwart fellow—an Italian who spoke some English, the boatwain of the crew—had become my friend. Rough he was, but he treated me with a respect to which my position laid no claim. I saw him but seldom, but though I was herded with Arab coolies and Italian roughs, he saw through my disguise, and told me he knew I was a gentleman, and did all he could to make my way easy. His story he confided to me, and poor fellow, it was a sad one indeed. Impulsive but sincere, he surprised me one evening by suddenly saying, with a fervid intonation, 'I do nothing for you. You want shirt, I give you own shirt off my back (seizing it in his hand), because you have good heart,' and he abruptly away to hide his emotion. I was much from sleeplessness, and the well-sympathy of this good-hearted fellow no deeply. It was not a voyage as would appear from the only passage I can find in my diary at 8.30, I made up my bed. The very board have a mattress of sorts, or a

guddi (quilted mat). I have only a rug, and the iron ledge on which I sleep has some nubs in it, which are uncomfortable, and a pipe sticks out behind my head, and again at my knees, so I have only about 4 feet of length and one of breadth, and my legs have to hang over, but it is cleaner than the deck. In another passage I find a description of the process of washing my own clothes, an art I now essayed for the first time! [This operation forms the subject of one of the illustrations in the book.] But I will not detail the incidents of the voyage, vivid though they are in my memory. We arrived at Massowa on February 25th. My resolve had been to join the Italian expedition, and, denied in my attempts hitherto, I had come here in pursuance of my original plan. Landing in the evening at Massowa, I went to a cafe, and learnt that there was a railway as far as Dogali, and that the Italian advanced camp lay at Sati beyond. I managed to pick up a Somali who, having from Aden, had acquired a knowledge of Hindustani, and promising him a liberal reward (which I could ill afford), I secured his services. We mounted a train, and presently an Italian official came and demanded our passports. I effected a cross ignorance. He gesticulated in various languages, and I responded in English or Hindustani, volubly assuring him it was all right in a language he did not understand, and ignoring his earnest efforts to induce me to comprehend that he wanted a passport. I was as courteous as possible—in Hindustani—but as stupid as a mule, and failed to perceive that I must immediately get out or produce the desired document. The train began to move. The exasperated official, finding himself in a dilemma, gave me up as hopeless, but there was no mistaking his meaning that he would not let the Somali at any rate. I told the latter (in Hindustani) to 'hang on'; the official tried to pull him out; I expostulated, as though my feelings were much hurt. The train moved faster and faster, till the official was compelled to drop off; and I expect it was just as well that I did not understand his language, and so could not gather the tenor of his observations, but I guessed them!

"We reached Dogali, and started on night walk by the light of a nearly full moon, along the broad road made by the Italian troops passing in some manner various sentries. From time to time we found temporary sheds by the road side, where all kinds of impossible and parti-coloured drinks were sold. At one of these we stopped, and the Somali explained to me that a small boy, who knew some Italian, and spoke Arabic (as did the Somali), lived here, and that if we could secure him, we might get through the sentries; otherwise it would go hard with us.

"The night was intensely hot, and I invested in some cheap drink, and opened negotiations with the café-keeper. They were eventually successful, and we started on with the boy attached. It had become night long since, and the road was lonely, except for an occasional soldier, and he seldom sober. What the precise danger was I am not aware—whether from hostile natives or the fear of an Italian sentry shooting us; for, of course, we knew no counterpane, or even the ordinary pass-word. Anyway, it began to be obvious that the boy was in a desperate fright, and even the stout Somali began to show signs of wishing he wasn't there. So I amused myself by telling him stories of heroic deeds of my own, of campaigns and battles, and of tigers and bears, till I had demonstrated that there surely never was so brave or so wonderful a man as myself. All this he related in Arabic to the open-eyed boy, till they both fancied that, with such a Baron Munchausen in their company, we might survive after all, and they did not bolt as I feared they might.

"We succeeded, I don't quite know how, and passing all sentries, I eventually found myself at the tent of the English correspondent of the Times, in a very bedraggled and travel-stained gear. His mission was great, but he received me courteously, and I was presently introduced to General Baldissera, commanding the brigade, and his staff. They offered me refreshments, I had eaten nothing since daybreak, and not much then; and I could have eaten. I thought, a whole leg of mutton. At all events, I did not leave much of the thin slice of Italian sausage and the poached egg which their hospitality provided. Nothing could exceed their courtesy, and I had a long and most agreeable conversation.

He was not, however, successful, and he offered his services in any capacity to the Times correspondent, on condition that he should engage in any action. But he saw the prospects were not encouraging, abandoned the undertaking and returned to Massowa—this time furnished with a passport from the Italian general and a riding mule which Mr. Vitezelli had kindly lent. Long after, in Uganda, the author heard the story of these adventures from a group of Somalis, who had learnt them from his guide, and their astonishment was great when they learnt that he was that 'self-willed Englishman'.

On arrival at Massowa he again embarked on board the *Pandora* which was still unloading timber, and putting away my suit of white uniform, my sword and my identity as an English officer, I returned once more to my quarters among the cargo, and my meals in the cook's galley. It had never been his idea to permanently join the Italians. His hope was that he might embark on some useful undertaking in South Africa, if possible in connection with the suppression of the slave-trade. With this object he had written to certain influential people, but as the letters had not arrived by the time he returned to Aden, and as his hopes had failed in regard to the Italian expedition, he found himself once more without plans or resources, while the

sovereigns in his belt had dwindled very perceptibly. In this dilemma he thought over various schemes and had nearly embarked on an Arab dhow when the arrival of the British India boat bound for Zanzibar induced him to alter his intention and take a second-class passage ("for European deck-passengers were not allowed") to that place. On board he found Colonel Egan-Smith and his wife, but "between myself, as a second-class passenger, and them there was, of course, but little communication." He, however, sought an interview with the Colonel and told him of his desire to take part in some useful work in Africa. Col. Egan-Smith told him of the projected formation of the East African Association and promised to use his efforts to obtain for him suitable employment in the service. While waiting his call to this service he proposed to devote himself to elephant hunting. From Zanzibar he proceeded to Mozambique in a terrible ship, swarming with rats and cockroaches to such an extent—that they must have added appreciably to the weight of cargo the vile old boat carried. One morning while bathing I flung my sponge at a rat which had the audacity to sit on the edge of my bath, and killed it. That night almost the entire tops of my boots, and the binding of a book I was reading, were eaten by rats, while my hat and socks were almost destroyed by cockroaches. From Mozambique, where he learnt that the African Lakes Company were preparing an expedition to prosecute war against a body of slave-raiders who had attacked a small British station and ravaged the country, he departed in high hopes for Quilimane. But on the way he heard many disparaging accounts of the Company and hesitated about offering them his services. His subsequent inquiries disproved the disparaging statements he had heard and dispelled his doubts of the bona-fides of the war. Captain Lugard was offered the command of the expedition and thus he entered upon the great work in which he earned his distinction and renown as an Empire-builder.

## HIS WORK IN EAST AFRICA.

It is no exaggeration to say that magnificent heroism characterised the work done in Nyasaland as well as in Uganda by our future Governor. Having a tough and wary constitution, a conviction that active exercise is among the best securities against the climatic perils of the tropics, he worked with sound judgment, indomitable pluck and perseverance to establish peace and order in a vast territory where previously nothing but lawlessness and bloodshed had prevailed. In 1893 he was able to write:—"When Uganda of to-day is contrasted with Uganda of eight or ten years ago . . . the progress made is, I think, nothing short of marvellous. Then the regime described by Speke and O'Neill Long was practised. Human life was of less account than the life of cattle. It is said that to satisfy some whim of the king's the Kathirow dug a trench and slaughtered men over it till he stood up to his knees in blood. Mr. Asch writes of the frightful scenes of Mass, a disbeliever to the which meant that the culprit was cut in half; he tells of the man deliberately hacked to pieces 'for a mere breach of etiquette or a whim of the king's, and of the bodies of agonised victims writhing in torments in slow furnaces for no crime. Speke says the Waganda are a turbulent set, people who can only be kept in order by the 'exterminator. Now all that is changed.' Sir Frederick Lugard's title to prominent rank among the empire builders in Africa admits of no questioning.

AS A NARRATOR.

Scattered here and there in the first volume are some accounts of many exciting and stirring adventures which the author has had. The chapter on "Life in the Jungle" gives him the opportunity to relate camp-fire stories of adventures in India and Burma. They are too long to reproduce, but as a sample of his daring we may recount his first little adventure of this description in East Africa.

Shortly after his arrival in Africa he had an experience which earned him among the natives the sobriquet of "the man who tries to catch lions sleeping in his hand." While he was weak from fever and his drastic remedies his travelling companion who had gone ashore to shoot, came upon four lions who were sitting on the carcass of an antelope in very dense high grass. They would not move and growled angrily. His companion deemed it wise to return, but his story fired the enthusiasm of Captain Lugard who, weak as he was, got some of his men to go with him and show him the spot by offering them a reward and assuring them that he did not want them to come a yard further with him than they cared to. "Arrived, I left them at a distance where they clambered on an ant hill to see the fun, and I advanced alone into the thick patch of grass (6 to 8 ft. high) where the lions were supposed to be, with my trusty little 450 rifle. I felt it to be a case of *restioque nulla retrosumus*! and had been there there it is, of course, extremely improbable that I should have come out alive. I am dead in one ear, and was therefore unable to distinguish the direction from which a premonitory sound might come (even supposing I heard it), and eyesight was useless where the dense grass obscured everything.

Such foolhardy actions are in no sense plucky, and in my case at any rate it was prompted by mere recklessness. There is, however, a curious shrinkage from death in an unknown and probably cruel form. I savoured every square yard of ground, but the lions had left, scared by some burning grass *Stoblenki* had fired. They were close by, however, for the back they had killed was almost warm, and one of the men actually saw one of them. I found his footsteps over the ashes of the grass just burnt, and followed them into a similar dense patch of reeds and grass, but again without

success." The natives manifested little surprise at these "somewhat eccentric notions"; they merely assumed that he had taken a charm against lions of such potency that he was invulnerable to them, and therefore had nothing to fear!

## MISCELLANEOUS REMARKS.

"Anything like 'speechifying' is a duty I dread, and would prefer to shirk."  
"A long residence in India has made me conversant with every kind of fever; that most deadly of all forms—'Peshawar fever'—clung to me for a year in Afghanistan and nearly cost me my life. Sudan fever, Burma fever, Denghi fever, ordinary malarial fever, have victimised me at various times and taught me certain common-sense precautions in tropical countries."

## SINN FEIN.

Sinn Fein (Ourself Alone) is the newest movement in Ireland to-day. Its avowed purpose is the boycotting of England. It took its rise from the enthusiastic scheme of a University professor for the revival of the Irish language. Twelve years ago Dr. Douglas Hyde started the Gaelic League. So far as the league has promoted sports, encouraged native industries, and fostered a healthy Irish sentiment, its efforts have far exceeded. Within the last two years it has gone far beyond this. It has been the starting point for an active anti-imperial movement in Sinn Fein. A few days ago a *Daily Press* telegram announced its further spread.

"We will burn everything English except their coals," one enthusiastic Irishman declared. This is the note of the Sinn Fein associations now established largely over the country. The Irishman of tomorrow is to speak his own tongue, he is to use no English manufacturer, and he is to offer a passive resistance to every form of English rule. He is not to serve in the Army, not to acknowledge loyal tokens, nor to pay ordinary courtesy to the King. He is even advised to avoid drinking whisky unless it is whisky that has never paid a penny of duty.

The campaign for an "Irish Ireland" has already advanced much further than is generally appreciated in England. At the start it was regarded as a poetic and impracticable nonsense. But the Leaguers are turning their nonsense into very hard facts. Even Dr. Hyde has come round to take a strong political line. He now says, "We aim at doing nothing else than establishing a new nation upon the map of Europe."

Two recent incidents will show how far the policy of boycotting English things has gone. Late last autumn it was proposed to establish a free library at Newcastle West. The suggestion met with the fiercest opposition from the local parish priest, Monsignor Hallinan. A free library, he claimed, would help to Anglicise the people. "The free library puts before the Irish people English ideals of the smart society," he thundered. "If the free libraries are introduced the rising generation will take their meals from across the Irish Sea." He went on to describe the free library as the most active and powerful agency for the more rapid Anglicisation of the Irish people.

Mr. Stephen Gwynne, the novelist recently published a book on "The Fair Hills of Ireland," through a London House. He at once became the object of bitter attacks because he, an "Irish Ireland" man had had his book printed and bound in England. He excused himself on the ground that no Irish printer could do the high-class work that was necessary, but that was regarded as a mere quibble. The second part of the new agitation is a "no-suffrage" campaign. Any Irishman in future who serves in the Army, Navy, or police is to be regarded as a traitor. "The Irish Nationalist who enters the English Navy deserves to be flogged," said the chairman of the National Council. Whenever recruiting time comes now, in many country parts of Ireland, placards are so readily posted on the walls denouncing those who accept service. The nature of these placards may be judged by a recent specimen:—

"Hearken to the words of Father Kavanaugh, the Irish Franciscan Priest, against Ireland for Irishmen to enter the forces of robber England; and he who engages in one of England's unjust wars is guilty of deadly sin."  
"Make a vow that you will not receive any Irish slave—the red or black coat or blue jacket—and keep your children from mixing with this anti-Irish lorde—the slaughterers of the innocent—our women and children."  
"The constabulary tear down these placards whenever they see them, and have made some arrests. One of the men sentenced for this under Mr. Long's administration was released by the present Government before his sentence had expired. The act of a realist posted on the wall is naturally accompanied by a move against the use of the Union Jack and against loyal toasts. These unfortunately, are not new for Ireland, but they are receiving an immense impetus now.

The Sinn Fein men want to revive the active use of the Irish language. They are already obtaining a measure of success. Numerous Irish books have been published, and large numbers of people have been induced to take up the study of the language. The Sinn Fein movement is also a candidate for office with a knowledge of Irish. The Dublin Corporation long ago wrote its name and signs in Irish. Irish classes are established in the elementary schools. In whole districts in the west, where two years ago none but a few old men spoke the ancient tongue of the land, numbers now know a smattering. The people cannot realise that they are building up a barrier between them and the outside world. They folly has been so controlled at by the higher authorities that they are not wholly to blame.

"Seize the schools," is the motto of another section of the party. They hold that if they can get schoolmasters sufficiently imbued with national sentiment they can strike the death-blow at England.  
One side branch of the Sinn Fein movement is a Press Agency for the distribution over the Continent of Europe and America and elsewhere of stories against British government. In the eyes of the Sinn Fein advocates the Irish Parliamentary party is a collection of inefficient bunglers and compromisers. It would strike at the roots and make "Irish Ireland" alien in tongue, hostile in thought and separate in government from England. The way the idea has caught on is perhaps one of the most remarkable features in Ireland.

If we took as much trouble to be good as we do to appear good, we should end by being so.

The man who haunts a club by day is an idle man, devoid of ideas, without a hobby. The man who haunts a club by night is an unhappy man, who either has no home, or doesn't care to be in it.

## THE CHAMPAGNE

OF THE TWENTIETH CENTURY

MOËT AND CHANDON

"WHITE SEAL"

AND

"DRY IMPERIAL."

SOLE AGENTS

H. PRICE &amp; CO.

TELEPHONE No. 135.

WINE AND SPIRIT MERCHANTS,

361,

12, QUEEN'S ROAD CENTRAL.

## GERMANY IN THE FAR EAST.

Mr. E. Brindle writes in the *Fall Mall Gazette*: "While much is being said and written about the commercial progress of Japan in the Far East, the rapid expansion of German interests in the same part of the globe is not attracting the attention it did anterior to the Russo-Japanese war. This fact is due, no doubt, to the widespread belief that the efforts of Germany to obtain a strong position in Asia were set back by the results of a conflict for which she was in a large measure responsible. That belief is an entirely erroneous one. There has been no halt at all in the steady development of German trade and influence in all parts of the Far East, even in Japan itself.

When the Russian disaster was assured, a cleverly-planned and swiftly-carried-out change of policy converted Germany from an openly hostile to an ostensibly friendly rival of Japan. By the exercise of astute diplomacy, the raising of any awkward question relating to the German occupation of Shantung was averted. Assiduous efforts were made on the spot to inaugurate a perfect understanding between the two countries. Both in Tokyo and Peking, important changes were made in the personnel of the German Legations. The German Press of the Far East changed the tone of its editorial comments into one of extreme friendliness for the victorious island Power; a daily paper published in Yokohama and printed in English, being acquired by a German firm and brought into conspicuous notice by its efforts to create a sensation of British aims. Such efforts, in fact, have become a noticeable feature of the editorial policy of all Far Eastern journals subsidised by German money, adverse criticism to which Japanese trade methods are periodically subjected in certain sections of the English Press being gleefully reproduced in a distorted form and commented upon as evidence that the Anglo-Japanese Alliance will never stand the strain of severe commercial competition. This campaign of misrepresentation, moreover, is given wide publicity in the native Japanese Press, and meeting with little or no rebuttal, exercises a widespread influence in forming public opinion.

While unceasing efforts are being made in these and other ways by Germany to further her own aims in Japan, her position in China is being strengthened by every means in her power. The port of Tientsin, in the province of Shantung, is rapidly becoming an important centre of trade as it has become a model foreign settlement. A numerous and wealthy business community has grown up in the port, encouraged and supported by official action strikingly in opposition to that which has retarded trade in many other German colonies. The railway constructed soon after the Kiaochow concession was obtained has proved to be a remarkably well-paying investment, and covers are being sought to extend it to China. The Chinese Viceroy and the native officials generally are distinctly favourable to German work and policy in the province, materially assisting their advancement.

In Hankow, that great port on the Yangtze River which will one day outrival Shanghai as a trade centre, the German interest is second only to that of Great Britain. Every town in the Yangtze Valley has, in a fact, become a centre of German mercantile enterprise. Where at one time, not so long ago, only British-manufactured goods were purchased, the products of the German workshop are now in the highest favour with the native buyer. From Shanghai, where great German commercial and shipping firms have built up enormous businesses and acquired immense fortunes, steamers flying the German flag sail to all parts of the Chinese coast with merchandise and passengers. These vessels have obtained a reputation for safety and travelling comforts which has quite eclipsed that of most of the old-established British lines. They are largely the property of the Norddeutscher-Lloyd Company, the popularity of whose vessels has also infected all sorts and conditions of travellers from Europe to the Far East. Eighty per cent. of foreign residents in the Far East travel by these ships on their way to and from Europe, most of them being British subjects who cannot be accused of lacking patriotism.

The reason for this popularity is that everything that can possibly be done to minister to the comfort and enjoyment of the passengers, of all grades, is carried out on these steamers. It is because the same policy is not a feature of the competing British companies that the Norddeutscher-Lloyd has secured such universal support. At one time its steamers were very little regarded, but now it cannot open up the trade routes for both passenger and cargo traffic. Along the route taken by these floating carriers of trade the links in the chain connecting Germany with her Far Eastern market are ever growing stronger and more durable. In the Straits Settlements German enterprise has secured almost a complete monopoly of the shipping trade with the neighbouring Dutch possessions of Sumatra, Malacca, and the Sunda Islands.

The German community of Hongkong is a powerful factor in all departments of the life of the colony, and it is increasingly attended by increasing prosperity. Splendidly equipped offices facing the harbour, and imposing residences in the Peak district, built by German merchants, attest to the success which has attended the Teutonic commercial invasion. The local Directorate of the Hongkong and Shanghai Bank is composed largely of German trade magnates, and in other extensive financial undertakings they hold prominent positions.

Many reasons may be adduced for the success of Germany in the Far East, but the chief one is to be found in the hard and persistent effort of the individual German settler. He arrived first when all the trade markets were in British occupation, and he had to wait for years before he acquired a vested interest there. But he noted the weak places in the trade armour of his competitors, and quickly commenced to profit by the discovery.

The German resident in China, for instance, will work to the Englishman's three hours. He is content with small profits, and he takes an infinity of pains to please his customers. Behind

## DAILY SHAMPOOS



## Cuticura SOAP

And weekly dressings of Cuticura, purest and sweetest of emollients, at once stop falling hair, remove crusts, scales, and dandruff, destroy hair parasites, soothe irritated, itching surfaces, stimulate the hair follicles, loosen the scalp skin, supply the roots with energy and nourishment, and make the hair grow upon a sweet, wholesome, healthy scalp, when all else fails.

Cuticura Soap contains delicate medicinal and emollient properties derived from Cuticura, the great skin cure, with the purest of cleaning ingredients and the most refreshing of flower waters. London Depot: F. W. Wootton & Sons, 33, 35, 37, 39, 41, 43, 45, 47, 49, 51, 53, 55, 57, 59, 61, 63, 65, 67, 69, 71, 73, 75, 77, 79, 81, 83, 85, 87, 89, 91, 93, 95, 97, 99, 101, 103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 513, 515, 517, 519, 521, 523, 525, 527, 529, 531, 533, 535, 537, 539, 541, 543, 545, 547, 549, 551, 553, 555, 557, 559, 561, 563, 565, 567, 569, 571, 573, 575, 577, 579, 581, 583, 585, 587, 589, 591, 593, 595, 597, 599, 601, 603, 605, 607, 609, 611, 613, 615, 617, 619, 621, 623, 625, 627, 629, 631, 633, 635, 637, 639, 641, 643, 645, 647, 649, 651, 653, 655, 657, 659, 661, 663, 665, 667, 669, 671, 673, 675, 677, 679, 681, 683, 685, 687, 689, 691, 693, 695, 697, 699, 701, 703, 705, 707, 709, 711, 713, 715, 717, 719, 721, 723, 725, 727, 729, 731, 733, 735, 737, 739, 741, 743, 745, 747, 749, 751, 753, 755, 757, 759, 761, 763, 765, 767, 769, 771, 773, 775, 777, 779, 781, 783, 785, 787, 789, 791, 793, 795, 797, 799, 801, 803, 805, 807, 809, 811, 813, 815, 817, 819, 821, 823, 825, 827, 829, 831, 833, 835, 837, 839, 841, 843, 845, 847, 849, 851, 853, 855, 857, 859, 861, 863, 865, 867, 869, 871, 873, 875, 877, 879, 881, 883, 885, 887, 889, 891, 893, 895, 897, 899, 901, 903, 905, 907, 909, 911, 913, 915, 917, 919, 921, 923, 925, 927, 929, 931, 933, 935, 937, 939, 941, 943, 945, 947, 949, 951, 953, 955, 957, 959, 961, 963, 965, 967, 969, 971, 973, 975, 977, 979, 981, 983, 985, 987, 989, 991, 993, 995, 997, 999, 1001, 1003, 1005, 1007, 1009, 1011, 1013, 1015, 1017, 1019, 1021, 1023, 1025, 1027, 1029, 1031, 1033, 1035, 1037, 1039, 1041, 1043, 1045, 1047, 1049, 1051, 1053, 1055, 1057, 1059, 1061, 1063, 1065, 1067, 1069, 1071, 1073, 1075, 1077, 1079, 1081, 1083, 1085, 1087, 1089, 1091, 1093, 1095, 1097, 1099, 1101, 1103, 1105, 1107, 1109, 1111, 1113, 1115, 1117, 1119, 1121, 1123, 1125, 1127, 1129, 1131, 1133, 1135, 1137, 1139, 1141, 1143, 1145, 1147, 1149, 1151, 1153, 1155, 1157, 1159, 1161, 1163, 1165, 1167, 1169, 1171, 1173, 1175, 1177, 1179, 1181, 1183, 1185, 1187, 1189, 1191, 1193, 1195, 1197, 1199, 1201, 1203, 1205, 1207, 1209, 1211, 1213, 1215, 1217, 1219, 1221, 1223, 1225, 1227, 1229, 1231, 1233, 1235, 1237, 1239, 1241, 1243, 1245, 1247, 1249, 1251, 1253, 1255, 1257, 1259, 1261, 1263, 1265, 1267, 1269, 1271, 1273, 1275, 1277, 1279, 1281, 1283, 1285, 1287, 1289, 1291, 1293, 1295, 1297, 1299, 1301, 1303, 1305, 1307, 1309, 1311, 1313, 1315, 1317, 1319, 1321, 1323, 1325, 1327, 1329, 1331, 1333, 1335, 1337, 1339, 1341, 1343, 1345, 1347, 1349, 1351, 1353, 1355, 1357, 1359, 1361, 1363, 1365, 1367, 1369, 1371, 1373, 1375, 1377, 1379, 1381, 1383, 1385, 1387, 1389, 1391, 1393,



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, Daily Press, only, and special business matters to the Manager.

Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: Press, Codes: A.B.C., 5th Ed.

P.O. Box 333. Telephone No. 12.

## NEW ADVERTISEMENTS

## TO LET.

NO. 5, "ORMSBY TERRACE," Granville Road.  
No. 2, "KIMBERLEY VILLAS," Kowloon. Moderate Rentals.  
Apply to—  
SPANISH PROCUSSION.  
Hongkong, 13th April, 1907. 756

THE MAN ON INSURANCE COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the MAN ON INSURANCE COMPANY LIMITED will be held at the Company's Registered Office No. 2, Queen's Road West, Victoria, Hongkong, on SATURDAY, the 27th day of April, 1907, at 12 o'clock Noon, when the proposed Resolution will be proposed:

1. That clause 3 of the Memorandum of Association be altered by inserting after the words "the objects for which the Company is established are" the words "Sub-clause A," and by adding at the end of "Sub-clause A" new sub-clauses to be lettered B and C.

(b) To insure against loss or damage by fire all houses and all other buildings and erections, treasure, household furniture, goods, wares, merchandise, chattels and effects, whatsoever in Hongkong, China, Japan or elsewhere and the pursuit of the business of fire insurance generally and the doing of such other things as are incidental or conducive to the attainment of the above objects.

(c) To re-insure any risk in whole or in part.

Should the above Resolution be passed by the required majority it will be submitted for confirmation and approval to a Second Extraordinary Meeting which will be subsequently convened.

Dated the 13th day of April, 1907.  
By Order of the Board,  
CHAU SIU KI.  
Secretary.

CHINA COMMERCIAL S.S. CO., LTD.

## NOTICE.

THE Steamship  
"SUI-SANG,"  
will be despatched for SALINA CRUZ, MEXICO, VIA MOJI, JAPAN, on SATURDAY, the 4th May, at 5 P.M.  
For Freight or Passage, apply to  
CHINA COMMERCIAL S.S. CO., LTD.  
H.K. Agents,  
Hongkong, 14th April, 1907. 759

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"POONA,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUZ, & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out, marked, and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 18th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT,  
Superintendent.

Hongkong, 12th April, 1907. 1

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

THE Steamship

"MANILA,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Company, Ltd., at Kowloon, and/or West Point, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst. will be subject to rent.

All broken, damaged, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 9.30 A.M.

All Claims must reach us before the 24th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be counter-signed by the undersigned.

NORDDEUTSCHER LLOYD, BREMEN.

MELCHERS & CO., Agents.

Hongkong, 11th April, 1907. 5

## NOW ON SALE.

THE

DIRECTORY AND CHRONICLE

FOR 1907.

Complete Edition ... \$10.00

Small ... 6.00

Obtainable at the Hongkong Daily Press Office and from the Local Booksellers.

## INTIMATIONS

## NOTICE.

THIS is to give Notice that from the 11th day of April, 1907, I will not hold myself responsible for any debts incurred by my wife Mrs. U. A. FARRELL of 268, Station Street, Yau-mat.

U. A. FARRELL,  
268, Station Street, Yau-mat.  
Hongkong, 11th April, 1907. 741

## FRENCH LESSONS.

FRENCH TAUGHT entirely by Conversation and without translation by a Frenchman (a Teacher in Government Schools) and ENGLISH LESSONS by an English Lady.

Apply by letter to— B. R.,  
Care of "Daily Press" Office,  
Hongkong, 13th November, 1906. 737

## HONGKONG GYMKHANA CLUB.

THE FIRST MEETING of the Season will be held at the Happy Valley, TODAY (SATURDAY), 13th instant, commencing at 3 P.M.

The charge of Admission will be \$1 for others than Members of the Hongkong Jockey Club or Gymkhana Club.

The Committee invite the Ladies of Hongkong to be present.

Post Entries will be accepted for Event No. 3.

REGINALD F. C. MASTER,  
Hon. Sec. and Treasurer.  
Hongkong, 10th April, 1907. 732

## HIM YICK OPIUM AND YARN FIRM.

No. 307, DES VOEUX ROAD, HONGKONG.

CERTAIN MONIES have been recovered from the partners in the above Firm which it is intended to divide ratably among the Creditors.

A MEETING OF THE CREDITORS of the above Firm will be held at our Office No. 35, Queen's Road Central, on MONDAY, the 15th day of April, 1907, at 3 o'clock in the afternoon, for the purpose of dividing the monies so recovered.

Creditors are requested to send their Claims to us on or before the 12th April next.

Dated the 27th day of March, 1907.

HASTINGS & HASTINGS,  
Solicitors for HO FOOK and other Creditors.

HONGKONG JOCKEY CLUB.

## NOTICE.

THE HALF-YEARLY MEETING of the above Club will be held in the CITY HALL on FRIDAY, the 26th April, at 12.30 P.M.

By Order,  
T. F. HOUGH,  
Clerk of the Course.

Hongkong, 12th April, 1907. 751

## YUET-HAN RAILWAY COMPANY LIMITED.

## NOTICE.

THE Attention of the Public is drawn to Clause No. 26 of the YUET-HAN RAILWAY COMPANY'S Regulations:

"This Company has been formed by Chinese Merchants who shall invite Chinese Subjects only to subscribe for Shares. The Railway shall be constructed by them—i.e., Foreigners are denied the privilege of subscribing for shares in the Company."

"Chinese Subjects, who have been naturalized as Subjects of Foreign Countries, shall be recognized as Chinese Subjects by the Company and are allowed to subscribe. Such Shareholders shall be treated as Chinese Subjects and shall not claim the privileges of a Foreign Subject. Should they interfere in any way the Company is hereby empowered to call their shares and all interest and privileges with the Company shall be withdrawn from them."

CHEUNG TO CHAI,  
President of  
The Yuet-Han Railway Company Ltd.  
Canton, 9th April, 1907. 743

## SUMMER SEASON, 1907.

## DIRECT CURRENT

## FANS.

## REDUCED PRICES.

12 inch Desk Fan, 3 speeds, swivel and  
transmission frame, 65/99 volts or  
95/115 volts ... at \$22.50

## BATTERY FANS.

9 inch Fan with 4 cell Battery in Box,  
runs 1 1/2 hours with one Charge, at \$60.00

Complete Set of Renewal Charges for  
same ... at \$12.00

HONGKONG ELECTRIC CO., LD.,  
Office: St. George's Building,  
Works: Wing Fung Street, Wanchai,  
Hongkong, 1st April, 1907. 684-2

## SANITARY BOARD OFFICE.

## HONGKONG.

## TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BY-LAWS (as amended), every domestic building or part of such building within the Central Division of the City of Victoria, and the Western Division of Kowloon, occupied by members of more than one family must be CLEANSED and LIME-WASHED THROUGHOUT by the owner during the months of March and April.

N.B. The word "throughout" used in this notice means that the houses should be lime-washed in respect of all the walls of each room and staircase, all outside partitions, stair casings and stair-livings, all ceilings and the undersides of roof, both in main buildings, offices and servants' quarters and inclusive of verandahs.

The backyard should have its containing walls lime-washed up to the level of the first floor.

Carved, painted or polished woodwork in good condition, however, need not be lime-washed, but must be Cleaned.

The Central Division of the City lies between Gilman Street and Peel Street, on the East and Tank Lane and Cleverly Street on the West. Kowloon is divided into the Eastern and Western divisions by Robinson Road and a straight line drawn from the North end thereof through the Yau-mat service Reservoir to the Northern boundary of Kowloon.

G. A. WOODCOCK,  
Secretary.

Dated this 2nd day of April, 1907. 734

## AUCTIONS

## PUBLIC AUCTION.

THE Undersigned have received instructions from Hon. Mr. E. OSBORNE, to sell by Public Auction,

On WEDNESDAY, the 17th April, 1907, at 2.30 P.M., within his Residence, No. 7, Stewart Terrace, Mount Gough, The Peak,

THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE

Comprising—  
TEAKWOOD HARVESTING and BEVELLED GLASS, BLACKWOOD and LACQUERED TEA TABLES, WRITING TABLE, ENGRAVINGS, DINING TABLE and CHAIRS, TEAKWOOD SIDEBOARD with BEVELLED GLASS, GLASS and CROCKERY WARE, CARPETS, RUGS, BRASS-MOUNTED DOUBLE BEDSTEAD with WIRE and HAIR MATTRESSES, CHILD'S IRON COTS, CAMPHORWOOD WARDROBE and DRESSING TABLE with GLASS, MARBLE-TOP WASHSTAND, SUNDREY FLOWERS in POTS, &c., &c., &c.

Also  
One COTTAGE PIANO, by John Broadwood & Sons, London (almost new).

TERMS:—As usual.

HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 11th April, 1907. 745

## PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received instructions from the Mortgagee to sell by Public Auction,

On MONDAY, the 22nd day of April, 1907, at 3 P.M., at his Sales Rooms, Daddell Street,

THE VALUABLE LEASEHOLD PROPERTY

Registered in the Land Office as Section C of Marine Lot No. 54, with the Building thereon known as No. 123, QUEEN'S ROAD CENTRAL, Victoria, Hongkong.

Particulars and Conditions of Sale may be obtained from the Auctioneer and from the Vendor's Solicitor, Mr. H. K. HOLMES, 54, Queen's Road Central.

Hongkong, 12th April, 1907. 754

## WANTED

## WANTED.

FURNISHED ROOM on Lower Levels, Central District; with or without Board. Apply stating terms.

GRiffin,  
Care of "Daily Press" Office,  
Hongkong, 11th April, 1907. 742

## WANTED.

A COMPRADEUR, having business connections throughout the South of China and able to provide substantial security consisting of landed property in Hongkong to the extent of 10 per cent. of the annual turnover. Good remuneration to a suitable man. First Class references from a Foreign Bank required. Apply by letter only in the first instance to DENNIS & BOWLEY.

Hongkong, 5th April, 1907. 714

## REGULAR HONGKONG-CANTON LINE OF STEAMERS.

OF THE COMPAGNIE FRANCAISE DES INDES ET DE L'EXTRÊME ORIENT.

S.S. "PAUL BEAU," 1900 tons, 14 knots.

S.S. "CHARLES HARDUIN," 1900 tons.

THE SPEEDIEST, MOST LUXURIOUSLY APPOINTED AND PUNCTUAL STEAMERS ON THE LINE.

Departure from Hongkong at 9.30 P.M. (Saturdays Excepted).

Departure from Canton at 5.15 P.M. (Sundays Excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The COMPANY'S WHARF is at the end of WING LOK STREET (tram station).

For further particulars, please apply to E. PASQUET & CO., Canton Agents.

BARRETT & CO., Agents.  
Hongkong, 1st April, 1907. 633

## DAVID CORSAIR &amp; SON'S

MERCHANT NAVY

NAVY BOILED

LONG FLAX

RELLANCE CROWN

FAIRFAX & CO.

ARNHOLD KARBBERG & CO.  
Sole Agents.

295

## MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."

A.I., A.B.C., and Engineering Code and NEW DOCK NOW OPEN.

DOCK NO. 3.

Extreme Length... 722 feet.

Length on Blocks... 714 "

Width of Entrance on Top... 96 "

Width of Entrance on Bottom... 88 "

Water on Blocks at Spring Tide... 34 "

DOCK NO. 1.

Extreme Length... 523 feet.

Length on Blocks... 513 "

Width of Entrance on Top... 66 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide... 22 "

DOCK NO. 2.

Extreme Length... 571 feet.

Length on Blocks... 36 "

Width of Entrance on Top... 66 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide... 22 "

PATENT SLIP.

Suitable for vessels up to 1,000 tons.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, or BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK OF MATERIAL is always kept on hand.

The COMPANY has the powerful steamers "OYAMA-MARU" (715 tons, 700 L.H.P., specially built for SALVAGE PURPOSES) equipped with necessary gear, always ready for service.

Short Notice.

## ENTERTAINMENTS

THEATRE ROYAL  
CITY HALL  
FOR ONE NIGHT ONLY

EXTRAORDINARY PERFORMANCES OF THE CELEBRATED VARIETY COMPANY

ZIG ZAGS

TO-NIGHT (SATURDAY), 13th April, 1907.

ONE GRAND MATINEE

TODAY (SATURDAY), 13th April, at 4 P.M.

Half Prices for Children.

New and Full Programme.

THE TRIBULATIONS OF MR. DAN-DAN

Hilarious Pantomime.

All the Star Artists and the Famous Clowns.

Prices: Dress Circle (reserved) \$3; Stall \$2; Pit \$1. Soldiers and Sailors in uniform half price to Pit only.

Booking Place at the ROBINSON PIANO CO.'S Store.

Hongkong, 9th April, 1907. 727

## CITY HALL.

UNDER THE DISTINGUISHED PATRONAGE OF

H.E. SIR MATTHEW NATHAN, K.C.M.G.

## THE ANNUAL CONCERT

IN AID OF THE LIBRARY FUND OF THE Y. M. C. A.

will be given

TO-NIGHT (SATURDAY), APRIL 13, AT 9 P.M.

ADMISSION: TWO DOLLARS.

Seats may be booked at S. Moutrie & Co.'s Store.

Hongkong, 5th April, 1907. 718

## THEATRE ROYAL

## CITY HALL.

## LOOK OUT FOR THE BANDMANN FOLLIES

## GRAND OPENING NIGHT

## ON THURSDAY,

THE 18th APRIL, AT 9 P.M.

The above Company is replacing

THE BANDMANN OPERA CO.

who will follow later.

Hongkong, 10th April, 1907. 733

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ALL KINDS OF FOREIGN POSTAGE STAMPS, ALBUMS

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AT PRICES TO SUIT ANY BUYERS.

GRACA & CO.,  
Hongkong Hotel Corridor.

Hongkong, 1st January, 1907. 675

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PRIVATE RESIDENTS AT THE OUTPOSTS.

A Comprehensive and Complete Record of the NEWS OF THE FAR EAST is given in the

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## CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST,

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THE VOLUME which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kwa-tin, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. RENNIE.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home.

Well bound in Yellow Cloth with Chinese Emblem in Gold.

Price ... \$3.50







## SHIPPING.

## ARRIVALS.

DAOMY, Norwegian str., 883, O. Abrahamson, 11th April—Daly 5th April, Beans—Agard, Thorsen & Co.  
 JIRUFAN, Norwegian str., 1,102, J. Bing, 12th April—Bangkok and Swatow 6th April, Rice—Nippon Yusen Kaisha.  
 HAITAN, British str., 1,183, J. S. Roach, 12th April—Coast Ports 11th April, General—Dunlop, Laprak & Co.  
 HELEK, German str., 771, J. Jenson, 11th April—Hobow 10th April, Sundries—Jensen & Co.  
 HUNAN, Brit. str., 12th April—from Canton.  
 KAGOSHIMA MARU, Japanese str., 4,401, K. Kori, 12th April—Bongay via Singapore 2nd and 17th March, Cotton Twist Onion—Nippon Yusen Kaisha.  
 KAIKONG, British str., 980, E. Finlayson, 11th April—Cebu and Jolo 9th April, Sugar—Butterfield & Swire.  
 KISAKATA MARU, Japanese str., 1,372, K. Yashitani, 11th April—Moji and Japan Coal—Yonashiro.  
 NIPPON MARU, Japanese str., 3,442, W. E. Palmer, 12th April—San Francisco 13th March, General—Toyo Kisen Kaisha.  
 PULLER, German str., 762, C. Luppi, 12th April—Haiphong 9th April, Coals—Chang.  
 POONA, British str., 4,858, A. F. Vine, 12th April—London 2nd March, General—P. & O. S. N. Co.  
 SHAKA MARU, Japanese str., 2,064, T. Sugai, 12th April—Japan & Moji 5th April, Coal.  
 TEAN, British str., 1,345, A. Somerville, 12th April—Manila 9th April, Sugar and Hemp—Butterfield & Swire.

## CLEARANCES.

At the Harbour Master's Office, 12th April.  
 Dagny, Norwegian str., for Canton.  
 Hung Wan, British str., for Amoy.  
 Salthay, German str., for Canton.

## DEPARTURES.

12th April.  
 DECONSHIRE, British str., for Bangkok.  
 CHANGCHOW, British str., for Kutchin.  
 CHIVET, Chinese str., for Shanghai.  
 HANOT, French str., for Haiphong.  
 HUI, French str., for Kwong Chow Wan.  
 KING ALBERT, British str., for Misa Bay.  
 KWONGHANG, British str., for Shanghai.  
 LOONRANG, British str., for Manila.  
 MADANAN MARU, Jap. str., for Kutchin.  
 PHIMA, German str., for Canton.  
 SUEHANG, British str., for Saigon.  
 UYANA, British str., for Amoy.  
 WANGYING, British str., for Bangkok.

## SHIPPING REPORTS.

The British str. "Dagny" reports: Fine weather, moderate N.E. winds, moderate sea.

## VESSELS IN DOCK.

April 12th.  
 ADMIRAL DOCKS.—Seymour, Z. Y. de Aldecoa, Tyllagap, Iwagitschi, Hainan, Empress of India, St. Louis, Yuchon, Jacob, Diederichsen, Manila, Nanshan, COSMOPOLITAN DOCKS.—Carl Diederichsen.

## VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN,"  
 Captain J. S. Roach, will be despatched for the above Ports on MONDAY, the 15th inst., at 9 A.M.  
 For Freight or Passage, apply to DOUGLAS, LA'KAIR & Co., General Managers, Hongkong, 11th April, 1907. 746

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"JAPAN,"  
 Captain J. G. Olcott, will be despatched for the above Ports on MONDAY, the 15th inst., at 3 P.M.  
 For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents, Hongkong, 8th April, 1907. 538

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"SALAZIE,"  
 Captain Aillard, will be despatched for the above Ports on or about MONDAY, the 15th April.  
 For Freight or Passage, apply to G. DE CHAMPEAUX, Agent, Hongkong, 9th April, 1907. 2

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELTA,"  
 Captain C. L. Daniel, carrying His Majesty's Mail, will be despatched from this for Bombay on SATURDAY, the 20th April at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "HIMALAYA," 7,000 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.  
 SSK and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "ARABIA," due in London on 2nd June, 1907.  
 Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.  
 For further particulars, apply to E. A. HEWETT, Superintendent, Hongkong, 9th April, 1907. 1

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c., via USUAL PORTS OF CALL	DELTA	Brit. str.	—	C. L. Daniel	P. & O. S. N. Co.	On 20th inst., at Noon.
LONDON, ANTWERP & MARSEILLES	Brit. str.	—	—	P. B. S. Noley	P. & O. S. N. Co.	About 24th inst.
LONDON, ANTWERP & HAMBURG VIA SUEZ CANAL	GLENSTRAE	Brit. str.	—	McGillivray	McGREGOR BROS. & GOW	On 25th inst.
MARSEILLES, HAVRE, COPENHAGEN, &c.	SIBIRIEN	Dan. str.	—	Broe	MELCHERS & CO.	About 19th inst.
MARSEILLES, HAVRE, ANTWERP & HAMBURG	POLYNESIE	Frans. str.	—	Broe	MELCHERS & CO.	On 16th inst., at 1 A.M.
HAMBURG, VIA PORTS OF CALL	SENIGALLIA	Ger. str.	k.w.	Eckhorn	HAMBURG-AMERIKA LINIE	On 20th May.
HAVRE & HAMBURG	P. E. LEITOLD	Ger. str.	k.w.	H. Kirchner	MELCHERS & CO.	On 24th inst.
HAVRE, BREMEN & HAMBURG VIA STRAITS, &c.	BELGRAVIA	Ger. str.	k.w.	H. Kirchner	HAMBURG-AMERIKA LINIE	On 19th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SEGOWIA	Ger. str.	k.w.	G. Kirchner	HAMBURG-AMERIKA LINIE	On 17th May.
TRIFESTE, &c., via SINGAPORE, &c.	PERSEA	Aus. str.	—	Schönfeldt	SANDER, WIELER & Co.	On 14th June.
NAPLES, LISBON, PLYMOUTH, HAVRE & HAMBURG	RHENANIA	Ger. str.	k.w.	v. Hoff	HAMBURG-AMERIKA LINIE	On 24th inst., P.M.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	HOHENSTAUFEN	Ger. str.	k.w.	Jager	HAMBURG-AMERIKA LINIE	On 3rd May.
NEW YORK VIA PORTS & SUEZ CANAL	AIBENGA	Am. str.	—	—	SHAWAN, TOMES & Co.	On 29th May.
SAN FRANCISCO	MONTESE	Am. str.	—	—	DODWELL & Co., Ltd.	On 15th inst., P.M.
VANCOUVER via SHANGHAI JAPAN, &c.	APALACHEE	Brit. str.	—	—	SHAWAN, TOMES & Co.	About 20th inst.
VANCOUVER via SHANGHAI JAPAN, &c.	APRETIAN	Brit. str.	—	Cooper	CANADIAN PACIFIC R. Co.	On 1st May, at Noon.
VICTORIA (B.C.) & TACOMA via JAPAN	LYFA	Am. str.	—	H. C. Armstrong	CANADIAN PACIFIC R. Co.	On 9th May, at 4 P.M.
CALLAO, IQUIQUE, via JAPAN PORTS, &c.	KASATO MARU	Jap. str.	—	—	DODWELL & Co., Ltd.	On 17th inst.
SALINA CRUZ, MEXICO, via MOJI, JAPAN	SUNING	Brit. str.	—	—	CHINA COMMERCIAL S.S. Co.	On 25th inst., at Noon.
SALINA CRUZ, MEXICO, via MOJI, JAPAN	POWATAN	Brit. str.	—	W. F. Turner	CHINA COMMERCIAL S.S. Co.	On 2nd May.
AUSTRALIAN PORTS via MANILA	MANILA	Ger. str.	—	J. Minssen	MELCHERS & CO.	On 25th inst., at Noon.
AUSTRALIAN PORTS via MANILA	EMPIRE	Ger. str.	—	Holms	GIBB, LIVINGSTON & Co.	On 27th inst., at Noon.
AUSTRALIAN PORTS via MANILA	CHINGTU	Brit. str.	—	W. B. Brown	BUTTERFIELD & SWIRE	On 2nd May.
YOKOHAMA & KOBE	TAIYUAN	Brit. str.	—	L. Dawson	JARDINE, MATHESON & Co.	On 19th inst., at 4 P.M.
YOKOHAMA & KOBE	TAIYUAN	Brit. str.	—	von Seuden	MELCHERS & CO.	About 3rd May.
JAPAN	TAIYUAN	Brit. str.	—	Zwart	JAVA-CHINA JAPAN L.I.N.	Quick despatch.
CHEFOO & NEWCHUANG	TAIYUAN	Brit. str.	—	J. Warrick	BUTTERFIELD & SWIRE	On 18th inst., at 4 P.M.
TIENSIN	CHONGSHING	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co.	On 18th inst., at 4 P.M.
TIENSIN	KUEICHOW	Brit. str.	—	G. Hooker	BUTTERFIELD & SWIRE	On 23rd inst., at 4 P.M.
SHANGHAI & KOBE	POONA	Brit. str.	—	A. Vine	P. & O. S. N. Co.	About 15th inst.
SHANGHAI via SWATOW, AMOY & FOCHOW	SOSHU MARU	Jap. str.	—	T. Suruga	OSAKA SHOSHEN KAISHA	On 15th inst., at 4 P.M.
SHANGHAI via SWATOW & NINGPO	HANGSANG	Brit. str.	—	Spencer Wilde	JARDINE, MATHESON & Co.	On 15th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	SENIGALLIA	Ger. str.	k.w.	Eckhorn	HAMBURG-AMERIKA LINIE	About 15th inst.
SHANGHAI, KOBE & YOKOHAMA	SALAZIE	Frans. str.	—	Aillard	MELCHERS & CO.	About 15th inst.
SHANGHAI	HANGCHOW	Brit. str.	—	Mawley	BUTTERFIELD & SWIRE	On 19th inst., at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	DELHI	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	About 19th inst.
SHANGHAI	KIKIANG	Brit. str.	—	Wavell	BUTTERFIELD & SWIRE	On 25th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	BAVERN	Ger. str.	—	P. Milzack	MELCHERS & CO.	About 24th inst.
SHANGHAI, CHINGWANGTAO, YOKOHAMA & KOBE	SHAOSHING	Brit. str.	—	F. W. Northcombe	BUTTERFIELD & SWIRE	On 2nd May.
NINGPO & SHANGHAI	HOHENSTAUFEN	Ger. str.	k.w.	Jager	HAMBURG-AMERIKA LINIE	About First Half of May.
TAIYUAN via SWATOW & AMOY	SIAM	Dan. str.	—	J. H. Brown	MELCHERS & CO.	On 15th inst., at 4 P.M.
AMOY, CEBU & LOILO	YOHOW	Brit. str.	—	I. Sakurai	OSAKA SHOSHEN KAISHA	To-morrow, at 9 A.M.
SWATOW, AMOY & FOCHOW	MANAN MARU	Jap. str.	—	T. Ito	OSAKA SHOSHEN KAISHA	To-morrow, at 9 A.M.
SWATOW & SHANGHAI	KAIKONG	Brit. str.	—	E. Finlayson	BUTTERFIELD & SWIRE	To-morrow, at 9 A.M.
MANILA	HAITAN	Brit. str.	—	H. A. Hards	BUTTERFIELD & SWIRE	To-morrow, at 9 A.M.
MANILA	KWELIN	Brit. str.	—	T. Merriok	JARDINE, MATHESON & Co.	On 15th inst., at 4 P.M.
MANILA	ZAFIRO	Brit. str.	—	F. Almond	SHAWAN, TOMES & Co.	On 19th inst., at 4 P.M.
MANILA	YUEHSANG	Brit. str.	—	R. Semblil	MELCHERS & CO.	On 1st May, at 9 A.M.
KUDAT & SANDAKAN	RUBI	Brit. str.	—	R. Houghton	JARDINE, MATHESON & Co.	On 19th inst., at 4 P.M.
SANDAKAN	BOKEFO	Ger. str.	—	J. G. Olcott	SANDER, WIELER & Co.	To-morrow.
SINGAPORE & BOMBAY	MAUSANG	Aus. str.	—	W. E. Sawyer	DAVID SASSOON & Co., Ltd.	On 15th inst., at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	ISTOK	Brit. str.	—	—	JARDINE, MATHESON & Co.	On 16th inst., at 3 P.M.
SINGAPORE, SAMARANG & SOERABAYA	JAPAN	Brit. str.	—	—	—	—
	POOKSANG	Brit. str.	—	—	—	—

## EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.  
 RUSSIAN EAST ASIATIC CO., LTD.,  
 ST. PETERSBURG & VLADIVOSTOCK.

## PROJECTED SAILINGS FROM HONGKONG.

DESTINATION	STREAMERS	DATE OF SAILING
MARSEILLES, HAVRE, COPENHAGEN & ST. PETERSBURG	"SIBIRIEN"	About 19th/20th April
MARSEILLES, HAVRE, COPENHAGEN & ST. PETERSBURG	"DOROTHY"	About Beginning of May
SHANGHAI, CHINGWANGTAO, YOKOHAMA & KOBE	"SIAM"	About First Half of May

For Further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 30th March, 1907.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon, midships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	Fraser	Manila.	On 13th April, Noon.
RUBI	2540	R. Almond	Manila.	On 26th April, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 3rd April, 1907.

## HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).  
 S.S. "ALENGA" ... On 15th April, AFTER NOON.  
 S.S. "ATHOLL" ... On 20th April.

For freight and further information apply to

SHEWAN TOMES & CO., GENERAL AGENTS.

Hongkong, 4th March, 1907.

## INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI via SWATOW & NINGPO	"HANGSANG"	Monday, 15th April, 4 P.M.
SINGAPORE, SAMARANG and SOERABAYA	"FOOKSANG"	Tuesday, 16th April, 3 P.M.
SANDAKAN	"MAUSANG"	Friday, 19th April, 4 P.M.
MANILA	"CHONGSHING"	Friday, 19th April, 4 P.M.
TIENSIN	"CHONGSHING"	Friday, 19th April, 4 P.M.

These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

Taking Cargo on Through Bills of Lading to Kudat Labad, Datu, Simporna, Tawno, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & CO., GENERAL MANAGERS.

Hongkong, 13th April, 1907.

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.  
 CONNECTING AT TACOMA WITH  
 NORTHERN PACIFIC RAILWAY COMPANY.

## PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamers	Tons.	Captain	Sailing Date.
LYRA	4,417	H. C. Armstrong	On 17th April
SHAWMUT	9,506	E. V. Roberts	On 8th May

I Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and stena laundry. Cargo carried in cold storage.

## PARCEL EXPRESS TO THE UNITED STATES &amp; CANADA.

For further information apply to—

DODWELL & CO., LIMITED, GENERAL AGENTS.

Hongkong, 4th March, 1907.

## HAMBURG-AMERIKA LINIE.

## PASSENGER SERVICE.

By the new steamers, "REHANIA," "HABSBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins provided with ONLY LOWER BERTHS. The cabins are amply fitted and fitted with fans. Laundry on Board. Doctor and Stewardsess carried. These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" & "SILESIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples and Hamburg.

## OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA.	FOR THE STRAITS, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH HAVRE & HAMBURG
HOHENSTAUFEN ... 1st May	* RHEANANIA ... 3rd May
SILESIA ... 2nd June	HOHENSTAUFEN ... 29th May
SCANDIA ... 2nd July	SILESIA ... 12th July
HABSBURG ... 1st August	SCANDIA ... 9th August
RHEANANIA ... 1st September	HABSBURG ... 6th September
HOHENSTAUFEN ... 1st October	* Calls at LISBON.

## FREIGHT SERVICE.

NEXT SAILINGS OUTWARD:  
 SENEGAMBIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 15th April  
 HOHENSTAUFEN ... FOR SHANGHAI, KOBE & YOKOHAMA ... 2nd May

NEXT SAILINGS HOMEWARD:

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS. Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

BELGRAVIA	HAVRE & HAMBURG	19th April
RHEANANIA	NAPLES, LISBON, PLYMOUTH, HAVRE & HAMBURG	3rd May
BRISGAVIA	HAVRE, BREMEN & HAMBURG	17th May
SENIGAMBIA	MARSEILLES, HAVRE, ANTWERP & HAMBURG	20th May
HOHENSTAUFEN	NAPLES, PLYMOUTH, HAVRE & HAMBURG	24th May
SEGOWIA	HAVRE & HAMBURG	14th June

## VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE & BOMBAY.

(In close connection at Bombay with the Company's accelerated line to Trieste, taking cargo at through rates to Trieste, Fiume, Venice, Black Sea, Levant, Adriatic, Persian Gulf and Red Sea Ports.)  
 THE Company's Steamship

"ISTOK,"

will be despatched as above TO-MORROW the 14th inst.

For Freight please apply to SANDER, WIELER & Co., Agents, Hongkong, 3rd April, 1907. 701

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.



## THE Steamship

"POLYNESIE,"

Captain Broe, will be despatched for MARSEILLES, on TUESDAY, the 16th April, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

S.S. "VILLE DE LA CIOTAT" 30th April.  
 S.S. "SALAZIE" ... 14th May.  
 S.S. "TOURANE" ... 28th May.  
 S.S. "OCEANIE" ... 11th June.  
 S.S. "AUSTRALIE" ... 25th June.  
 S



# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI and KOBE	POONA Capt. A. Vine	On or About 13th April	Freight and Passage.
SHANGHAI	DELHI Capt. A. L. Valentini	About 19th April	Freight and Passage.
LONDON, &c., via usual ports	DELTA Capt. C. L. Daniel	Noon, 20th April	See Special Advertisement.
LONDON, ANTWERP and JAPAN	DELTA Capt. F. B. S. Nottley	About 24th April	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

## CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
AMOI, CEBU and ILOILO	KAIFONG	On 14th April, daylight.
SWATOW and SHANGHAI	KWEILIN	On 15th April, 4 p.m.
NINGPO and SHANGHAI	YCHOOW	On 15th April, 4 p.m.
CHEFOO and NEWCHANG	NANCHANG	On 16th April, 4 p.m.
SHANGHAI	HANGCHOW	On 16th April, 4 p.m.
YOKOHAMA and KOBE	TATYUAN	On 19th April, 4 p.m.
SHANGHAI	KUANG	On 20th April, 4 p.m.
TIENSIN	KUICHOW	On 23rd April, 4 p.m.
SHANGHAI	SHAOSHING	On 24th April, 4 p.m.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	On 2nd May, 4 p.m.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

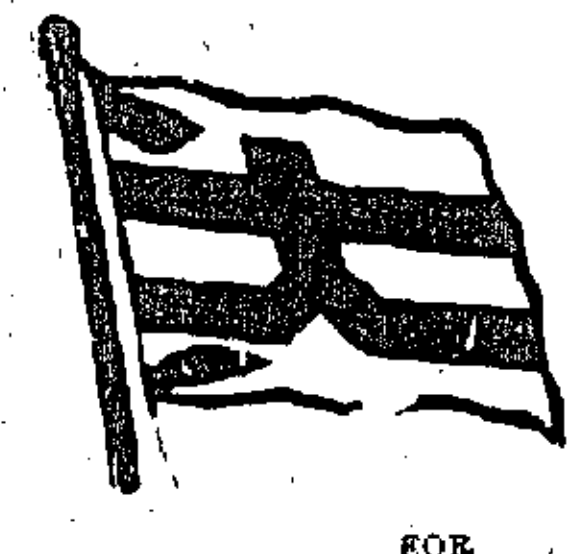
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD &amp; SWIRE.

AGENTS.

Hongkong, 13th April, 1907.



## OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
SHANGHAI VIA SWATOW, AMOI AND FOCHOW	"SOSU MARU" Capt. T. SUGURA	SUNDAY, 14th April, at 9 A.M.
TAMUI VIA SWATOW AND AMOI	"MASAN MARU" Capt. I. SAKURAI	SUNDAY, 14th April, at 9 A.M.
ANPING VIA SWATOW AND AMOI	"FUKUSHU MARU" Capt. T. ITO	WEDNESDAY, 17th April, at 8 A.M.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, at Second Floor, No. 1, Queen's Buildings.

Hongkong, 10th April, 1907.

F. ARIMA, Manager.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDES 11 DAYS ACROSS THE PACIFIC TO THE "EMPERESS LINE" SAVING 5 TO 10 DAYS' OCEAN TRAVEL. 11 DAYS YOKOHAMA TO VANCOUVER. 15 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS (Subject to Alteration).	TEAS	LEAVE HONGKONG	ARRIVE VANCOUVER
"ATHENIAN"	3,882	WEDNESDAY, 1st May	25th May
"EMPERESS OF INDIA"	6,000	THURSDAY, 9th May	27th May
"MONTEAGLE"	6,163	WEDNESDAY, 22nd May	15th June
"EMPERESS OF JAPAN"	6,400	THURSDAY, 30th May	24th June
"TARTAR"	4,425	WEDNESDAY, 19th June	13th July
"EMPERESS OF CHINA"	6,000	THURSDAY, 4th July	22nd July

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M. Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN, N.B. with the Co.'s NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 23 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 280; via New York 282. Intermediate on Steamers... 240, 242.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate passengers only, at intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to:

D. W. CRADDOCK, General Traffic Agent for China,

Corner Pedder Street and Praya opposite Blake Pier.

## NORDDEUTSCHER LLOYD BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINZREGENTLUITPOLD" Capt. H. KIRCHNER	Wednesday, 24th April
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"BAYERN" Capt. P. MÜLLERLAF	About Wed. day, 24th April
MANILA, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"MANILA" Capt. J. MINNSEN	Thursday, 25th April at Noon
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Wednesday, 1st May at 9 A.M.
YOKOHAMA and KOBE	"PRINZ WALDEMAR" Capt. W. von SENDE	About Friday, 3rd May

For further Particulars, apply to

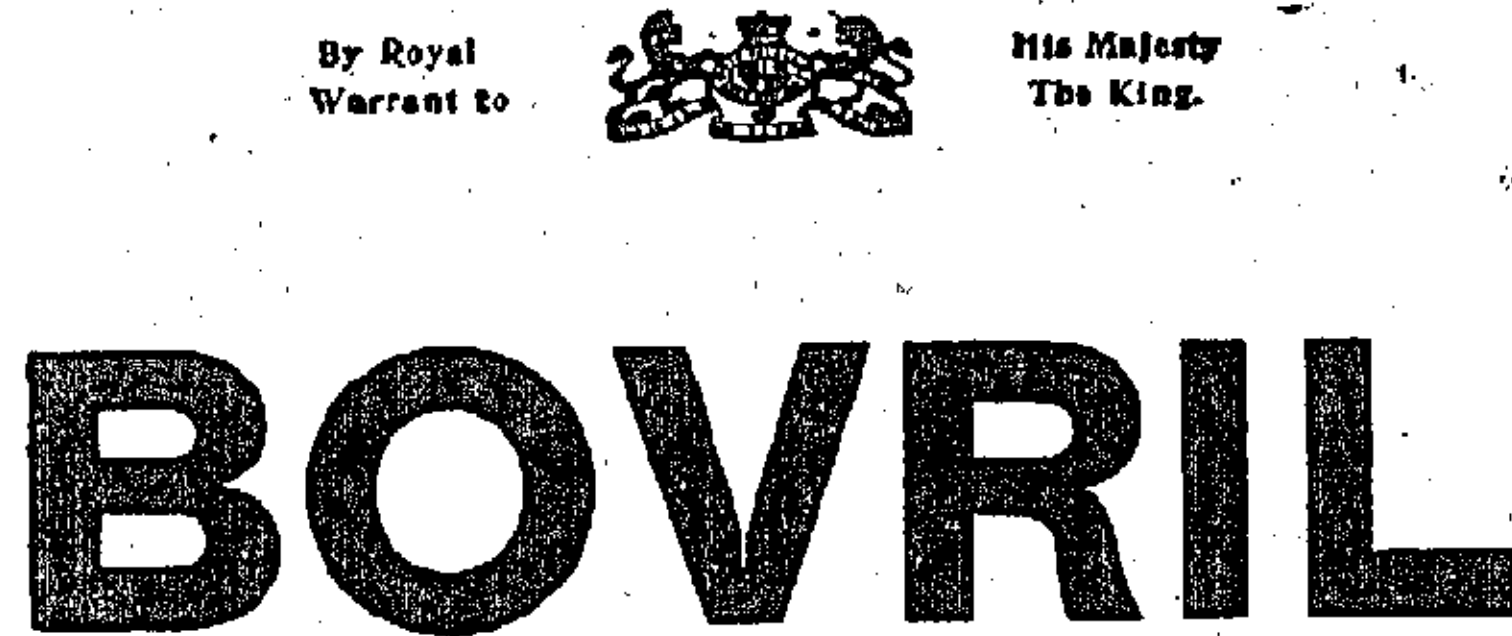
NORDDEUTSCHER LLOYD.  
MELCHERS & CO.

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 11th April, 1907.

## SABANG BAY COALING STATION, POELOE WEH, NORTH SUMATRA.

CABLE ADDRESS:—"HARCOAL" SABANG OR AMSTERDAM.  
General Agent—G. A. WITT, London, E.C.  
Coaling Agents—HALL BLYTH & Co., London, E.C.  
Favourably situated at the entrance to the Straits of Malacca for all steamers from and to the Straits, China, Japan, India, Europe, United States, South Africa, etc.  
BEST WELSH JAPANESE, OMBILIN, AND BENGAL COAL.  
No harbour dues, no pilotage charged and quick despatch given DAY and NIGHT.  
FRESH WATER and Ice, STEEL'S STORES and PROVISIONS at Moderate Prices.  
FLOATING DOCK, available for Steamers up to 3,000 tons' displacement and workshop fitted for any ordinary repairs.  
For further particulars apply to the Agents at Hongkong.  
JAVA-CHINA-JAPAN LIJN,  
YORK BUILDINGS.  
Hongkong, 1st December, 1906.



contains the whole of the valuable stimulating and nourishing properties of beef and is therefore of great value after acute illnesses of all kinds.

Whenever the appetite is poor try a cup of Bovril.

## DR. LALOR'S PHOSPHODYNE

HAS THE LARGEST SALE OF ANY PHOSPHORIC MEDICINE IN THE WORLD.  
For forty years has maintained its worldwide reputation as the Best and only safe reliable Phosphoric Cure for BRAIN, NERVOUS, PARALYTIC, SCURF, DYSPNOEA, NERVE, RHEUM, and LIVER COMPLAINTS, HASTING, DRAINING, PREPARATION of Vital Power, General Debility, all Blood Disorders, and all Functional and Disordered Conditions of the System, caused by the deficiency of the Vital Force.  
The effect of this Standard Phosphoric Remedy in Nervous Debility and its kindred is immediate and permanent, all the miserable feelings and distressing symptoms disappearing with a rapidity that is really marvellous.  
Directions for Self-Treatment of the above diseases with each Bottle.  
Sold in Bottles at 4s. 6d. and 11s. each, by all Chemists throughout the World.  
MANUFACTURED ONLY AT DR. LALOR'S PHOSPHODYNE LABORATORY, HAMPSHIRE LONDON, ENGLAND.  
Agents in HONGKONG—A. S. WATSON & CO.



## VESSLS ON THE BERTH TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong, CALLAO and IQUIQUE via JAPAN PORTS will be sent to Valparaiso if sufficient inducement.

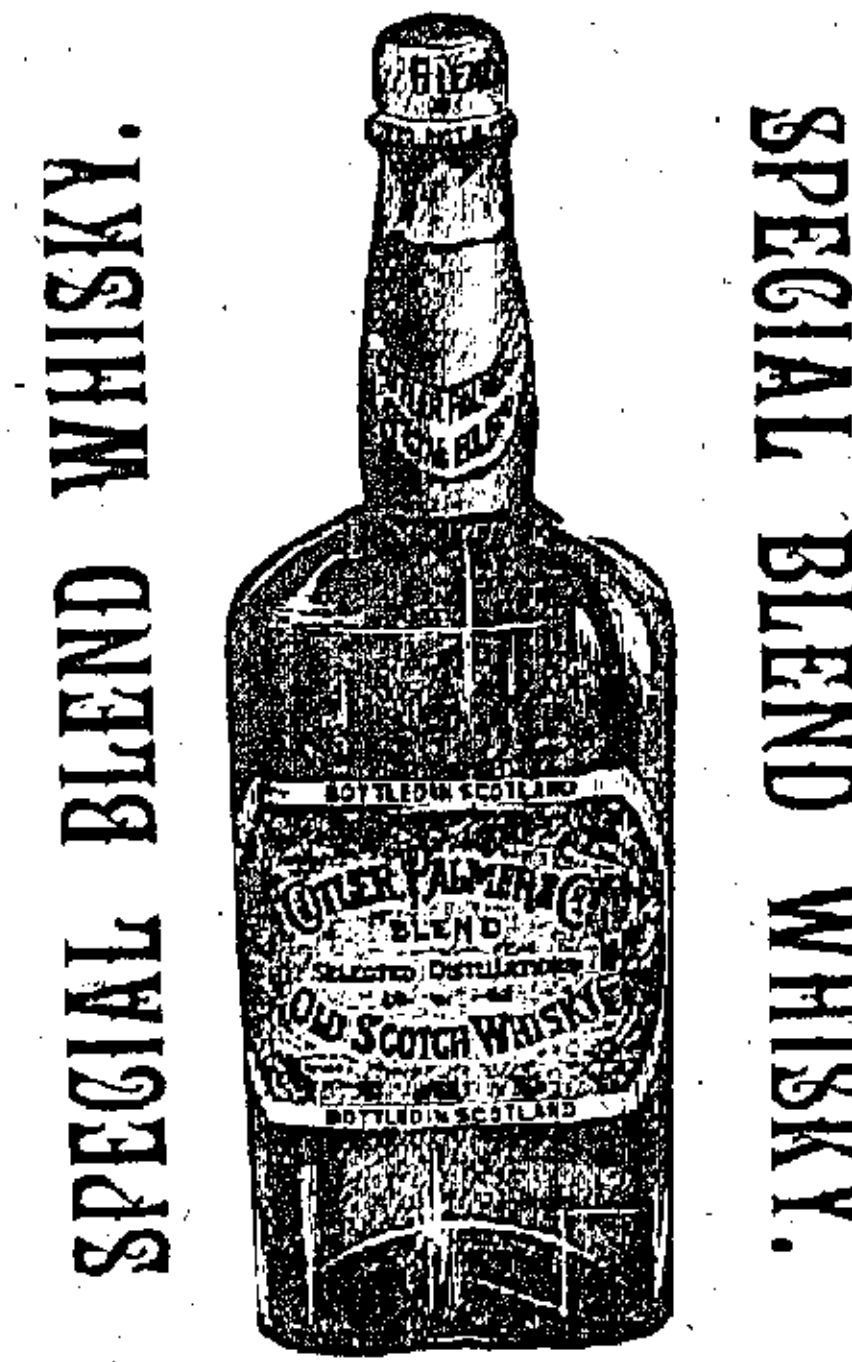
Steamers Tons To Sail.  
"KASATO MARU" 6,100 April 25th, Noon.  
Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of this Pacific S. N. Co.  
The above Steamers have splendid Accommodation and are fitted throughout with Electric Light. A daily qualified Surgeon is carried on each boat.

K. MATSUDA, Manager,  
York Building.  
Hongkong, 26th March, 1907.

ENG. HOK FONG S.S. CO.

THE Steamer  
"POWHEATON,"  
Captain W. F. Turner, will be despatched for SALINA CRUZ, MEXICO, via MOJI, JAPAN, on THURSDAY, 2nd May, 1907.  
For Freight or Passage, apply to  
ENG. HOK FONG & CO.,  
27, Des Voeux Road Central.  
Hongkong, 27th April, 1907.

## Cutler, Palmer & Co.'s

SHIPPERS  
Cutler, Palmer & Co., London.AGENTS  
SIEMSEN & CO.

HONGKONG.

## NOTICE TO CONSIGNEES

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "MONTROSE"  
FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 25th inst. or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst. at 3 p.m.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
DODWELL & CO., LTD.,  
Agents.

Hongkong, 9th April, 1907.

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ EITEL FRIEDRICH,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Tuesday, the 9th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst. at 9.30 a.m.

All Claims must reach us before the 23rd inst. or they will not be recognised.

No Fire Insurance will be effected.  
Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD.

MELCHERS &amp; CO.

Agents.

Hongkong, 9th April, 1907.

AUSTRIAN LLOYD'S STEAM NAVI-

GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ,

ADEN, COLOMBO, PENANG AND

SINGAPORE.

THE Company's Steamship

"TRIESTE"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

From Zanzibar, ex ss. "Africa," transhipped at Aden.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Underwriter before the 15th inst. or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 17th inst. will be subject to rent.

Bills of Lading will be countersigned by  
SANDER, WIELER & CO.,  
Agents.

Hongkong, 10th April, 1907.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO,

LONDON AND STRAITS.

THE Steamship

"GLENHARVEY"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 15th inst. will be subject to rent.

No Fire Insurance will be effected.  
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the steamer's arrival.

No claims will be recognised if not presented within 14 days of the ship's arrival.

MCGEE &amp; BROS. &amp; GOW.

Hongkong, 11th April, 1907.

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBE

AND NAGASAKI.

THE Steamship

"JAPAN"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd.

No Fire Insurance will be effected.  
Bills of Lading will be countersigned by the undersigned.

DAVID SASSON &amp; CO., LTD.

Agents.

Hongkong, 11th April, 1907.

MAIL TABLES

FOR 1907.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card ... 30 Cents  
On Paper ... 20 "

On Sale at the Hongkong Daily Press Office.  
Hongkong, 30th January, 1907.

## SHIPPING IN PORT.

STEAMERS
ASKOLD, Russian cruiser, 6,500, Glsian, 4th April—Saigon 3rd April.
BLACKHEATH, British str., 1,719, Sherburne, 28th March—Geraldton, W.A., 12th March, Sandalwood—Order.
CANTON MARU, Japanese str., 1,393, S. Hime, 7th April—Moji 31st March, Coal—Chinese.
CARLETON, British str., 4,042, T. D. Adams, 8th April—Barry Docks 22nd Feb., Coal—Natal.
CASAT, Norwegian str., 775, Alfr. Haakonson, 8th April—Langkat (Sumatra) 27th March.
C. DIEBENTHSEN, German str., 774, T. Peler, 19th April—Haiphong and Hoihow 7th April, Rice and General—Jensen & Co.
CHANGCHOW, British str., 1,234, J. H. Calkor, 11th April—Saigon 7th April, Rice—Butterfield & Swire.
CHINKIANG, British str., 1,329, Robertson, 3rd April—Saigon 29th March, Rice—Butterfield & Swire.
CHARA JENSEN, German str., 1,103, Jona Swensen, 10th April—Saigon 15th April, Rice—Jensen & Co.
DAPHNE, German str., Schipper, 8th April—Saigon 4th April, Rice—East Asiatic Trading Co.
DERWENT, British str., 1,563, Jenkins, 8th April—Saigon 4th April, General—Chinese.
FORTON HALL, British str., 2,775, Raymond Harris, 9th April—Barry 21st Feb., Coal—Government.
F. SONTAG, American str., 585, Pablo Goewil, 11th April—Manila 5th April, Sugar—Order.
EMPEROR OF INDIA, British str., 3,032, E. Beetham, 8th April—Saigon 1st April, Rice, Flour and General—C. P. R. Co.
HAIR, Flour and General—C. P. R. Co.
FOOK SANG, British str., 1,987, W. E. Sawyer, 5th April—Jungkar via Soerabaya (Java) & Probolinggo 26th March, Sugar—Jardine, Matheson & Co.
GUENEAR, British str., 2,855, W. Haughton, 11th April—London via Strait Ports Singapore 4th April, General—MacGregor Bros. & Co.
HAMUI, British str., 335, A. J. Robson, 6th April—Saigon 5th April, General—Douglas, Laursak & Co.
HANSHAN, British str., 1,356, S. Wild, 9th April—Shanghai and Swatow 8th April, General—Jardine, Matheson & Co.
HONG WAI, British str., 1,064, Kingham, 11th April—Singapore 5th April, General—Chinese.
HUPPH, British str., 1,204, H. Mathias, 5th April—Saigon 31st March, Rice—Butterfield & Swire.
ISTON, Austrian str., 1,950, Ticao, 9th April—Bomby via Singapore 21st March, Cotton and Yarn—Sander, Wiler & Co.
JACOB DIEBENTHSEN, German str., 623, Hank, 10th April—Pakhoi 8th April, General—Jensen & Co.
JAPAN, British str., 3,805, Olivent, 11th April—Yokohama, &c. 7th April, General—David Sasson & Co.
KENO WAI, German str., 1,171, T. Kessler, 10th April—Bangkok 1st March, Rice and Packwood—Butterfield & Swire.
KRUMSTAD, Norwegian str., 860, O. Hansen, 9th April—Saigon 4th April, Rice—Aagaard, Thorsen & Co.
KWANGLEE, Chinese str., 1,645, R. Lincoln, 10th April—Shanghai 7th April, General—Chinese.
KYOTO MARU, Japanese str., 2,644, N. Waka, 10th April—Moji 2nd April, Coal—Wallace & Co.
LOCKSTON, German str., 1,020, W. Finbert, 11th April—Bangkok 2nd April, Rice—Melchers & Co.
LOEVA, Norwegian str., 641, Solhsten, 11th April—Kangkok 1st April, Rice—Fischer.
LOTHIAN, British str., 3,911, J. C. Williamson, 21st March—Kutubina 15th March, Coal—Doddwell & Co.
MACHU, German str., 995, Rud. G. Zoller, 11th April—Bangkok 28th March, Rice—Butterfield & Swire.
MANILA, German str., 1,108, J. Minssen, 10th April—Sydney 12th March, General—Melchers & Co.
MASAN MARU, Japanese str., 702, J. Sakurai, 10th April—Swatow 9th April, General—Osaka Shosen Kaisha.
MAUSANO, British str., 1,544, R. Houghton, 6th April—Saigon 1st April, Timber and General—Jardine, Matheson & Co.
MERIDONTHES, British str., 1,355, C. H. Birch, 4th April—London 9th Feb., General—Saxton, Thomas & Co.
MICHAEL MARU, Japanese str., S. Nakama, 10th April—Moji 4th April, Coal—Doddwell & Co.
MONGOLIA, American str., 8,750, R. H. Hathaway, 7th April—San Francisco 8th March, General—P. M. S. Co.
NORSEMAN, British str., 1,684, A. S. Gibb, 19th March—Manila 15th March.
PHRANAGO, German str., 1,021, F. v. Mangelsoff, 4th April—Bangkok 27th March, Rice and Wood—Butterfield & Swire.
PHC-YEN, French str., 1,246, Buisson, 23rd March—Saigon 19th March, Rice—Bradley & Co.
PRIMA, Norwegian str., 761, B. A. Meyer, 11th April—Haratas 5th April, Coal—Wallace & Co.
QUINCY, German str., 987, T. Tralm, 8th April—Soerabaya 28th March, Sugar—Order.
RAJABURI, German str., 1,209, O. North, 8th April—Bangkok 31st March, Rice and Timber—Butterfield & Swire.
SANDAKAN, German str., 1,018, G. Wendig, 11th April—Kobe 1st April, Coal—Melchers & Co.
SHANTUNG, British str., 1,835, J. Robinson, 10th April—Saigon 5th April, Rice—Butterfield & Swire.
SIGNAL, German str., 900, G. Schalkier, 10th April—Bangkok 31st March, Rice—Jensen & Co.
SOSU MARU, Japanese str., 1,119, T. Suruga, 11th April—Shanghai 4th April, General—Osaka Shosen Kaisha.
SURVIA, German str., 2,602, Selmer, 9th April—Shanghai 6th April, General—Hamburg-Amerika Linie.
SUMA MARU, Japanese str., 2,204, H. Yamaguchi, 10th April—Saigon 3rd April, Rice—Gilmann & Co.
TAI-HAN, British str., 1,174, J. T. Lsing, 24th March—Saigon 19th March, Rice—Bradley & Co.
TATSU MARU, Japanese str., 1,948, N. Yanagi, 5th April—Kobe and Japan 23rd March, General—Chinese.
TAPEMAR, Dutch str., 3,000, A. Pauder, 11th April—Amoy 3rd April, General—Order.
TRIESTE, Austrian str., 3,263, D. Mistorogio, 10th April—Trieste 27th February, General—Sander, Wiler & Co.
ULV, Norwegian str., 883, J. Pederson, 3rd April—Saigon 30th March, Rice—Arzobal, Karberg & Co.
YCHOOW, British str., 1,409, Brown, 9th April—Shanghai 6th April, General—Butterfield & Swire.
ZAFIRO, British str., 1,643, A. Fraser, 8th April—Manila 6th April, General—Shewan Tomes & Co.











